CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC) AGENDA

Amended on July 11, 2013

July 25, 2013 Meeting (Start Time 9 am)
2277 Napa-Vallejo Highway, Napa, CA 94558
Community Room in Building 1700 (McCarthy Library)

The Meeting is open, and public/local agencies are invited to attend. For further information regarding this meeting, please contact Devinder Singh at (916) 654-4715, or at Devinder.singh@dot.ca.gov. Electronic copies of this meeting Agenda and minutes of the previous meetings are available at http://www.dot.ca.gov/hq/traffops/signtech/newtech/index.htm

Organization Items

1 Introduction

2 Membership - Larry Patterson has replaced Jeff Knowles, who recently retired from the City of Vacaville, as a Voting member for the Northern League of California Cities (LOCC).

3 Approval of Minutes of the March 21, 2013 Meetings

4 Public Comments

At this time, members of the public may comment on any item not appearing on the agenda. Matters presented under this item cannot be discussed or acted upon by the Committee at this time. For items appearing on the agenda, the public is invited to make comments at the time the item is considered by the Committee. Any person addressing the Committee will be limited to a maximum of five (5) minutes so that all interested parties have an opportunity to speak. When addressing Committee, please state your name, address, and business or organization you are representing for the record.

Agenda Items

5 Public Hearing

Prior to adopting rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to Section 21400 of the California Vehicle Code (CVC), the Department of Transportation is required to consult with local agencies and hold public hearings.

		Page #s
13-03	Proposal to amend Section 2I.10, Travel info Call 511 Sign of the CA MUTCD -Submitted by MTC	(Continued) (Marshall) 6-11
13-06	Proposal to amend Section 3F.04 -Submitted by Caltrans	(Introduction) (Benton) 12-13

6. Request for Experimentation

13-07	Request to Experiment with Bike Boxes -Submitted by the National City	(Introduction) (Greenwood) 14-26
11-4	Experiment with Rectangular Rapid Flashing Beacon (RRFB) and Circular Rapid Flashing Beacon (CRFB) -Final Report Submitted by the City of Santa Monica	(Continued) (Greenwood) 27-27

Added12-19	Amendment to Item 12-19 Highlighted Shared Lane Marking -Submitted by the City of Los Angeles	(Continued) (Greenwood) 35-39

7 Discussion Items

13-08	Minimum Yellow Light Change Interval Timing for signalized Intersections	(Introduction) (Bahadori) 28-33
13-09	Blank-out Stop or Yield Signs for mid block crosswalks	(Introduction) (Benton) 34-34

8. Tabled Items:

12-20 FHWA's 2009 MUTCD Revisions 1 and 2 –Engineering Judgment & Compliance dates

9 Next Meeting - Suggested dates are November 7 or 14, 2013

10 Adjourn

ITEM UNDER EXPERIMENTATION

06-2 Experiment with Colored Bike Lane (Brown/Wong)
(Proposed by the City of San Francisco)
Status: No New Update.
San Francisco has designed and installed green thermoplastic in the dashed portions of bicycle lanes at 7 intersections. Photos of the green installation at a few locations can be viewed here: http://sf.streetsblog.org/2012/06/22/sfmta-adding-more-green-treatments-to-bike-lane-merging-zones/. We will be working on collecting "After" data in the next two months followed by an analysis of the data to determine if the treatment improves safe merging behavior and compliance with proper lane placement by both bicyclist and motorists.
The revised schedule for the remainder of the experiment is as follows:
August 2012 – Ongoing data collection to continue through September
October 2012 – Draft report
December 2012 – Final report
Thanks,
Darcie Lim, PE
SFMTA | Municipal Transportation Agency
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103
phone: (415) 701-4545

08-7 Experimentation with new Warning Sign for Bicyclists (Brown/Wong)
(Proposed by the City/Co of San Francisco)
Status: No new update. No change since their last report. The City and County of San Francisco would like to bring this experiment to a close and therefore will analyze collision data collected before and after the installation of this experimental warning sign and submit the results to the Committee within the next 12 months for its evaluation.

09-9 Experiment with Steady Red Stop Line Light (Greenwood/Fisher)
Status: LADOT prepared a draft evaluation report which indicated that the Steady Red Stop Lights at two intersections did reduce vehicle/bus and vehicle/train conflicts based on the camera surveillance data. However, the "Control Intersections" (locations where no Steady Red Stop Lights were installed) also showed similar improvements. Further analysis of more data will be conducted in the next twelve months.
See report on the following website.
http://www.dot.ca.gov/hq/traffops/signtech/newtech/status.htm

09-21 Experiment with Separated/Protected Bikeway (Greenwood/Fisher)
On the Left Side of Two One-Way Streets in the City of Long Beach (Rte 9-112E)
Status: No new update. See report on the following website.
http://www.dot.ca.gov/hq/traffops/signtech/newtech/status.htm

10-3 Experiment with Second Train Warning Sign "Additional Train May Approach" with a Symbol Sign (Submitted by City of Riverside) (Greenwood/Fisher)

Status: See report on the following website:
http://www.dot.ca.gov/hq/traffops/signtech/newtech/exp/Item10-3_AdditionalTrainMayApproachSign.pdf

11-3 Experiment with Buffered Bicycle Lanes on 2nd St.between Bayshore & PCH in Naples (Greenwood)
Status: No update.

11-12 Experiment with Circular Rapid Flashing Beacon and RRFB (Greenwood)
Status: No update.

11-13 Experiment with a Sign "RECKLESS DRIVING PROHIBITED" (Robinson)
Status: No update.

11-19 Experiment with 2nd advance California Welcome Center Destination Sign (Benton)
Status: No update.

12-9 Request to Experiment with Yellow LED Border on Pedestrian Signal (Benton)
Status: See report on the following website::
http://www.dot.ca.gov/hq/traffops/signtech/newtech/exp/Item12-9_YellowLEDBorderPedSignal.pdf

12-18 Request to experiment with Red Colored Transit-only Lanes (SF) (Knowles)
Status: No update.

12-19 Request to Experiment with Highlighted Shared Lane Markings (Bahadori)
Status: No update

12-21 Request to Experiment with In-Roadway Warning Lights (IRWL) System that would supplement existing traffic signals along the Metro Gold Line (LA Metro) (Robinson)
Status: No update

12-25 Request for permission to experiment with various Bicycle Treatments (Santa Monica) (Robinson)
Status: See report on the following website:
http://www.dot.ca.gov/hq/traffops/signtech/newtech/exp/Item12-25_VariousBikeTreatments-SantaMonica.pdf

13-01 Request to Experiment with Green & Shared Roadway Bicycle Markings – Proposed by the City of Oakland (Knowles)

From: Patton, Jason [mailto:JPatton@oaklandnet.com]
Sent: Friday, June 07, 2013 11:28 AM

To: Dunn, Kevin (FHWA)
Cc: Eng, Chung (FHWA); Pyburn, Steve (FHWA); johnny.bhullar@dot.ca.gov; Stanley, Jennifer
Subject: RE: 9(09)-38 (E) - Green Colored Pavement for Shared Lane Marking - Oakland, CA: Semi-annual Progress Report #1

Kevin,

Please accept this email as the City of Oakland's first semi-annual progress report on the subject request to experiment. This report provides an update since FHWA approval of the experiment on January 2, 2013.

- The experimentation request was approved by the California Traffic Control Devices Committee (CTCDC) in March 2013. CTCDC approved the request with no changes to the experiment.
- The first phase of data collection to document the existing condition was completed during the week of Sunday, April 28, 2013. The use of video cameras and pneumatic tubes is working as anticipated.
- At this time, we are six weeks behind schedule due to delays in mobilizing the contractor for implementation of Phase 2 (standard striping and signage). We are monitoring the schedule closely and will alert FHWA if the delays are having a substantive effect on the experimentation.
- Phases 2 and 3 of the experiment and the associated data collection are scheduled for completion by October 2013.

Thank you for FHWA's support of Oakland's experiment. Let me know if you should need additional information at this time.

Sincerely,

Jason Patton, PhD
Bicycle & Pedestrian Program Manager
Transportation Planning & Funding Division
Department of Engineering & Construction
City of Oakland | Public Works Agency | APWA Accredited Agency
250 Frank H. Ogawa Plaza, Suite 4344 | Oakland, CA 94612
(510) 238-7049 | (510) 238-7415 Fax

13-02 Request to Experiment with Bike Boxes and Wide Bike Strip Stripe
-Proposed by the City of Davis (Knowles)

13-03 Proposal to amend Section 2I.10, Travel info Call 511 Sign of the CA MUTCD

Recommendations: The Metropolitan Transportation Commission (MTC) requests the CTCDC to make recommendation to amend Section 2I.10, Travel Info Call 511 sign to accommodate Freeway Assist Sign as an alternative.

Agency Making Request: The Metropolitan Transportation Commission (MTC**)**

Sponsor: Rick Marshall, Voting Member representing Northern CSAC

Proposal: **Amendments are shown in red color.**

Section 2I.10 TRAVEL INFO CALL 511 and FREEWAY ASSIST CALL 511 Signs (D12-5 and, D12-5a and D12-6)

Option:
01 A TRAVEL INFO CALL 511 (D12-5 or SG49A(CA)) or FREEWAY ASSIST CALL 511 (D12-6 OR SG49B(CA)) sign (see Figure 2I-8 and 2I-8(CA)) may be installed if a 511 travel information services telephone number is available to road users for obtaining traffic, public transportation, weather, construction, or road condition information.
02 The pictograph of the transportation agency or the travel information service or program that is providing the travel information may be incorporated within the D12-5 or D12-6 sign either above or below the TRAVEL INFO CALL 511 or FREEWAY ASSIST CALL 511 legend.

Standard:
03 The logo of a commercial entity shall not be incorporated within the TRAVEL INFO CALL 511 or FREEWAY ASSIST CALL 511 sign.
04 The TRAVEL INFO CALL 511 and FREEWAY ASSIST CALL 511 sign shall have a white legend and border on a blue background.

Guidance:
05 If the pictograph of the transportation agency or the travel information service or program is used, the pictographs maximum height should not exceed two times the letter height used in the legend of the sign.
06 A call box identification number with a white legend and blue background may be used under the FREEWAY ASSIST CALL 511 letters.

MTC SAFE

METROPOLITAN TRANSPORTATION COMMISSION
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

AMY REIN WORTH, CHAIR
Cities of Contra Costa County

DAVE CORTESE, VICE CHAIR
Santa Clara County

ALICIA C. ASHWIKI
Cities of San Mateo County

TOM AZUMBRADO
U.S. Department of Housing and Urban Development

TOM BATES
Cities of Alameda County

DAVID CAMPOS
City and County of San Francisco

BILL DODD
Napa County and Cities

DORENE M. GIACOPINI
U.S. Department of Transportation

FEDERAL D. GLOVER
Contra Costa County

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Alameda County

ANNE W. HALSTED
San Francisco Bay Conservation and Development Commission

STEVE KINSEY
Marin County and Cities

SAM LICCARDO
San Jose Mayor's Appointee

MARK LUCE
Association of Bay Area Governments

JANE MACKENZIE
Sonoma County and Cities

JOE PIRZYNSKI
Cities of Santa Clara County

JEAN QUAN
Oakland Mayor's Appointee

BRIAN SANTOS
State Business, Transportation and Housing Agency

JAMES P. SPERING
Solano County and Cities

ADRIENNE J. TISSIER
San Mateo County

SCOTT WIENER
San Francisco Mayor's Appointee

STEVE HEMINGER
Executive Director

ANDREW B. FREMIER
Deputy Executive Director

June 11, 2013

Mr. Rick Marshall
Deputy Director of Public Works, Napa County
1195 Third Street, Suite 101
Napa, CA 94559

RE: Bay Area Call Boxes- Request for Modification to SG49A

Dear Mr. Marshall:

In December 2011, The Metropolitan Transportation Commission (MTC) Operations Committee, together with our CHP and Caltrans liasons, approved a Call Box Evaluation Report which called for a phased reduction of call boxes throughout the 9 County Bay Area due to reduced call volumes (Exhibit A). To address the impact of fewer call boxes, MTC intends to replace the removed call boxes within phase one with 511 Freeway Assist Signs.

The first phase of this project calls for removing every other call box set (call box, call box sign, solar panel, pedestrian pad) within urban areas in 2013. In summary, 429 call boxes will be removed from a total of approximately 2,110 within the Bay Area (Exhibit B). Staff plans to replace these sites with a sign similar in design and dimension to SG49A (Exhibit C), but with the logo and text replaced with CALL 511, FREEWAY ASSIST, mounted on the existing call box pole (Exhibit D). Subsequent phases call for at least 1000 call box removals, but without the installation of the 511 Freeway Assist sign.

Installing 511 Freeway Assist signs will aid the public with information on how use their mobile phone to call the same call answer center that handles call box calls. This is part of our strategy to promote the mobile call box program to offset the negative impact of a reduced call box system. Given the result of our surveys, penetration of the 511 Freeway Assist message has not effectively reached the general motoring public, even with past billboard, radio, online, and event campaigns. Installing 511 Freeway Assist signs will have the most direct impact in spreading this message, together with public outreach venues mentioned above. Fabrication, installation, and maintenance of the 511 Freeway Assist signs will be paid for by MTC.

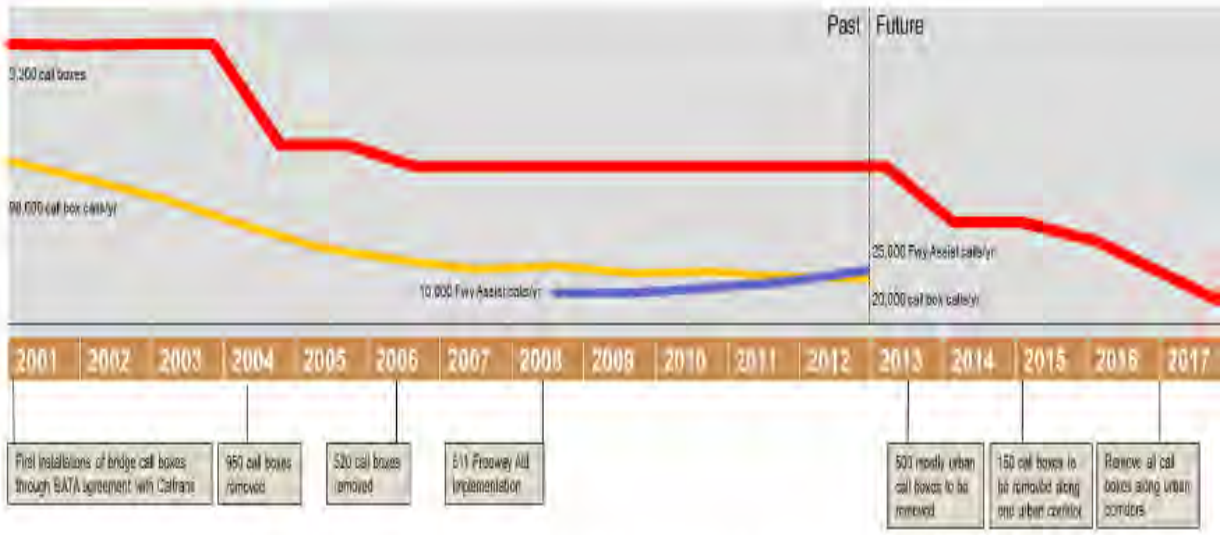
MTC Staff requests this Committee to approve this modification to SG49A. Please feel free to contact me at 510-817-5803 or sleong@mtc.ca.gov for any questions.

Sincerely,

Sze Lei Leong
Program Coordinator, Call Box Program

JOSEPH P. BORT METROCENTER | 101 EIGHTH STREET | OAKLAND, CA 94607-4700
TEL 510.817.5700 | TTY/TDD 510.817.5769 | FAX 510.817.5848 | E-MAIL info@mtc.ca.gov | WEB www.mtc.ca.gov

Exhibit A
Call Box Phased Reduction Plan- Past, Present and Future



List of Meetings and Milestones Regarding the 2013 Call Box Removal and Sign Installation Project:

Freeway Management Executive Committee, March 2011
Caltrans/CHP Call Box Liaisons Web Meeting, March 2011
MTC Operations Committee Meeting, April 2011
GGCC meeting with Captain Dennis Story, April 2011
CHP Commander's Meeting, May 2011
Caltrans/CHP Call Box Liaisons, May 2011
Incident Management Task Force Meeting, August 2011
MTC Policy Advisory Committee, November 2011
MTC Operations Committee Meeting, December 2011
MTC SAFE Authority Meeting, December 2011
CHP Commander's Meeting, January 2012
Implementation Plan review, July 2012
CalSAFE Annual Meeting, October 2012
Freeway Management Executive Committee, October 2012
CT HQ and Liason Meeting regarding 511 signage recommendation, January 2013
CTCDC Presentation for Information Only, March 2013
511 Freeway Assist Focus Groups and Survey, March-June 2013

Exhibit B
Call box removals and 511 Freeway Assist Sign Installations for 2013

Note: For 2013, Staff plans to replace 429 removed call boxes with 511 Freeway Assist signs.

Exhibit C
SG49A and Proposed Modification

SG49A	Proposed Modification

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

SG49A (CA)

ENGLISH UNITS

A	B	C	D	E	F	G	H
42	54	.75	5.25	12 MAX.	4.5	6D	3
54	72	1	7	16 MAX.	6	8D	6
66	90	1.25	8.75	20 MAX.	7.5	10D	6

METRIC UNITS

A	B	C	D	E	F	G	H
1067	1372	19	133	300 MAX.	114	150D	76
1372	1829	25	178	400 MAX.	152	200D	152
1727	2286	32	222	500 MAX.	191	250D	152

COLORS: BORDER & LEGEND - WHITE (RETROREFLECTIVE)
BACKGROUND - BLUE (RETROREFLECTIVE)

4/28/04

Note: Final font and spacing layout will be coordinated between Caltrans Headquarters and MTC.

Exhibit D
Proposed Sign in the Field

511 Freeway Assist signs superimposed on a call box pole.

13-06 Proposal to amend Section 3F.04

Recommendations: Caltrans requests that the Committee recommend adoption of the amended Section 3F.04 as shown under proposal.

Requesting Agency: Caltrans

Sponsor: Janice Benton, Voting Member, Caltrans

Proposal – Shown in red colors.

Section 3F.04 Delineator Placement and Spacing

Guidance:

01 *Delineators should be mounted on suitable supports at a mounting height, measured vertically from the bottom of the lowest retroreflective device to the elevation of the near edge of the roadway, of approximately 4 feet.*

Option:

02 When mounted on the face of or on top of guardrails or other longitudinal barriers, delineators may be mounted at a lower elevation than the normal delineator height recommended in Paragraph 1.

Guidance:

03 *Delineators should be placed 2 to 8 6 feet outside the outer edge of the shoulder, or if appropriate, in line with the roadside barrier that is 8 feet or less outside the outer edge of the shoulder.*

04 *Delineators should be placed at a constant distance from the edge of the roadway, except that where an obstruction intrudes into the space between the pavement edge and the extension of the line of the delineators, the delineators should be transitioned to be in line with or inside the innermost edge of the obstruction. If the obstruction is a guardrail or other longitudinal barrier, the delineators should be transitioned to be just behind, directly above (in line with), or on the innermost edge of the guardrail or longitudinal barrier.*

05 ~~*Delineators should be spaced 200 to 530 feet apart on mainline tangent sections. Delineators should be spaced 100 feet apart on ramp tangent sections.*~~

05a Delineators should be spaced 530 feet apart on mainline tangent sections. Delineators should be spaced 200 feet apart on ramp tangent sections.

Support:

06 Examples of delineator installations are shown in Figure 3F-1.

Option:

07 When uniform spacing is interrupted by such features as driveways and intersections, delineators which would ordinarily be located within the features may be relocated in either direction for a distance not exceeding one quarter of the uniform spacing. Delineators still falling within such features may be eliminated.

08 Delineators may be transitioned in advance of a lane transition or obstruction as a guide for oncoming traffic.

Guidance:

09 *The spacing of delineators should be adjusted on approaches to and throughout horizontal curves so that several delineators are always simultaneously visible to the road user. The approximate spacing shown in Table 3F-1 should be used.*

Option:

10 When needed for special conditions, delineators of the appropriate color may be mounted in a closely-spaced manner on the face of or on top of guardrails or other longitudinal barriers to form a continuous or nearly continuous "ribbon" of delineation.

~~Guidance:~~

~~11 Installations should be inspected at night to ensure that there are no confusing or misleading delineators.~~

~~Standard:~~

~~12~~ **~~Unless local conditions justify otherwise, delineators shall be placed on all State highways.~~**

Guidance:

~~13 Delineators should also be provided on all city and county roads.~~

~~A.~~ 14 13 ~~When~~ *If used, delineators should be placed as follows:*

~~B~~ *A. On the outsides of highway curves of 3000 feet radius or less (including medians in divided highways), freeway exit and entrance ramps and connectors. Exception to this, is where a median barrier is delineated as shown in the Median Barrier Delineation Detail in Figure 3F-105(CA). Delineator spacing on curves is shown in Figure 3F-1 and Table 3F-1.*

~~C~~ *B. On the right of tangent sections of freeway entrance and exit ramps, collector roads, freeway connectors and lane reduction transition sections at 200 feet spacing.*

~~D~~ *C. On embankments higher than 10 feet and with side slopes steeper than 1:4.* ~~*Delineator spacing is approximately 525 feet.*~~ *The spacing on tangent sections is approximately 525 feet. For spacing on curves, see Figure 3F-1 and Table 3F-1.*

~~E~~ *D. On approaches to narrow bridges as shown in Figure 3F-104(CA).*

~~F~~ *E. On tangent sections of rural State highways where there are no reflective pavement markers, such as in snow areas. Delineator spacing is approximately 525 feet.*

~~G~~ *F. On all new guardrail or bridge rail installations, or when maintenance is required on existing guardrail or bridge rail, within 12 feet of the edge of traveled way and curves of 3000 feet radius or less. The spacing on tangent sections is approximately 525 feet. For spacing on curves, see Figure 3F-1 and Table 3F-1.*

Background: The proposed amendment was brought to our notice by Mr. Bill Winter, Alternate member, representing Southern California. We checked with our Districts who implements these devices in the field and found out that we do not inspect delineators at night time. The comments received back from Districts agreed with the proposed amendments.

6. Requests for Experimentations

13-07 Request to Experiment with Bike Boxes

Recommendation:

The National City requests authorization from the Committee to conduct experiment with Bike Boxes.

Agency Making Request: National City

Sponsor: Mark Greenwood –Voting Member, representing LOCC

CALIFORNIA
NATIONAL CITY
1887
INCORPORATED

May 31, 2013

Mr. Bruce Friedman
Office of Transportation Operations, HOTO
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Mr. Devinder Singh
Executive Secretary
California Traffic Control Devices Committee – MS36
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Request for Permission to Experiment – National City (Bike Boxes)

Mr. Friedman and Mr. Singh:

The City of National City requests permission to experiment with Bike Boxes at various signalized intersections throughout the city.

Background:

With the exception of the 2.42-mile section Sweetwater River Bikeway, the regional Class I bike path that runs parallel to Highway 54 on the southern border of the city, National City has very few designated bicycle facilities. According to the National City Bicycle Master Plan, the City's existing bicycle network consists of 1.71 miles of Class II bike lanes and a 0.59-mile segment of Class III bike route. The existing bicycle facilities locations are shown in **Figure 1**.

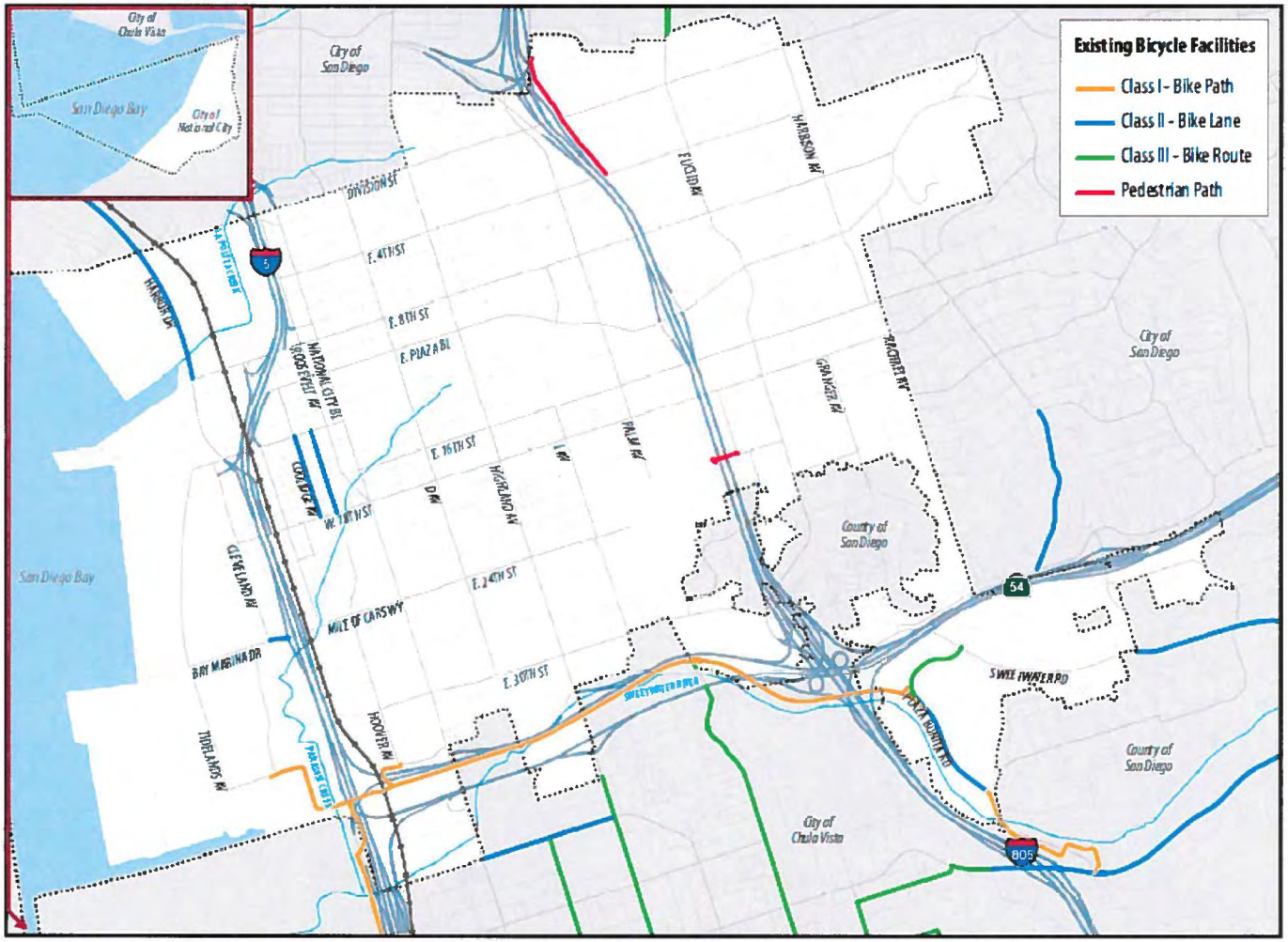
The National City Bicycle Master Plan seeks to rectify the lack of bicycle facilities and provide bicycle encouragement, awareness, enforcement, and parking along key corridors within the community. The City collaborated with the public through workshops, surveys, bicycle tours and City Council working meetings to identify corridors within the City where bicycle facilities should be implemented. A project ranking criteria was established in order to prioritize the implementation of these facilities. **Figure 2** shows the ranking criteria used in developing the prioritization list. **Figure 3** illustrates the final prioritization list of projects. As shown in Figure 3, 4th Street, 18th Street, 30th Street and D Avenue were ranked as top priority project for implementation.

National City collaborated with Kimley-Horn and Associates to create project improvement plans for 4th Street, 18th Street, 30th Street and D Avenue. **Figures 4 to 6** illustrate the proposed improvements along these corridors.

The City applied for and received Active Transportation Grants from the San Diego Association of Governments (SANDAG) to construct Class II and Class III bicycle facilities, including bicycle detector loops and bicycle boxes at signalized intersections along the these corridors. The City also received a grant to provide bicycle parking enhancements throughout the City.

Engineering Department
1243 National City Boulevard, National City, CA 91950-4301
619/336-4380 Fax 619/336-4397 www.nationalcityca.gov

Figure 1: Existing Bicycle Facilities in National City



Source: Figure 3-1: Existing Bicycle Facilities in National City, City of National City Bicycle Master Plan, City of National City (2010)

Figure 2: Project Ranking Criteria

Criteria	Description	Points
Bicycle Propensity Model Results	The results from the bicycle propensity model will be used to assist in ranking the various bikeway projects. Bikeways that serve areas that scored the highest in the bicycle propensity model will receive the most points, whereas bikeways that serve areas with low model results will receive minimal points for this evaluation criteria.	0 to 20
Collisions / Safety	This ranking is based on SWITRS data identifying corridors with a high number of bicycle collisions within a quarter mile buffer. The greater the number of collisions per mile, the greater the need to provide safety enhancements. Numbers of collisions per project mile will be calculated for all bikeways based on the following formula: [(# of collisions per mile/highest # of collisions per mile)*10]. Projects will be scored on a scale ranging from zero to ten.	0 to 10
Public Input	Projects identified by the public as important at public meetings and by communications with the City staff will receive ten points for this criteria. Projects are scored by either a "yes", they have received public comment, or "no", they have not.	Yes=10 No=0
Staff Input	Projects identified by City staff as key initiatives will receive ten points for this criteria. If not identified as a key initiative, the project will receive zero points for this criteria.	Yes=10 No=0
Project Feasibility	Project Cost: Project cost affects the ability of the City to construct the bikeway. Projects that are lower cost have higher scores. Projects are scored based upon the following five cost ranges: A: $0-$50,000 B: $50,001-$125,000 C: $125,001-$400,000 D: $400,001-$1,000,000 E: Greater than $1,000,000	A=5 B=4 C=3 D=2 E=1
	Parking impacts: Parking displacement affects the ability of the City to construct the bikeway. If a proposed bikeway project has no parking impacts it receives five points, and if the project displaces parking it receives zero points.	Yes=5 No=0
Local Connections	Projects that connect to existing or proposed bikeways in National City will receive ten points for this criteria. Projects are scored by either a "yes" or "no".	Yes=10 No=0
Regional Connections	Projects that connect to existing or proposed neighboring city, county or regional bikeways will receive ten points for this criteria. Projects are scored by either a "yes" or "no".	Yes=10 No=0
	Maximum Potential Overall Score:	80

Source: Table 5-4: Project Ranking Criteria, City of National City Bicycle Master Plan, City of National City (2010)

Figure 3: Project Prioritization

Priority Level	Location	From	To	Class	Miles	Total Points
Early Action	Harbor Drive / Tidelands Avenue / 32nd Street (Bayshore Bikeway)	Northern City Limit	Marina Way (Sweetwater River Bikeway)	1	2.3	
Early Action	Interstate 805 Corridor	Northern City Limit	12th Street	1	1.1	-
Early Action	Plaza Bonita Road	Sweetwater River Bikeway	Bonita Mesa Road	1	0.4	
Tier 1	Marina Way	Bay Marina Drive	32nd Street	1	0.5	66.4
Tier 1	18th Street	Wilson Avenue	Palm Avenue	2	1.3	65.7
Tier 1	4th Street	Roosevelt Avenue	Harbison Avenue	2	2.0	64.7
Tier 1	D Avenue	4th Street	32nd Street	2	1.8	60.4
Tier 1	30th Street	Hoover Avenue	Highland Avenue	3	0.7	58.6
Tier 1	18th Street	Palm Avenue	Granger Avenue	3	0.8	57.7
Tier 1	Highland Avenue	30th Street	Southern City Limit	2	0.5	57.0
Tier 1	Harbor Drive	8th Street	Civic Center Drive	2	0.3	54.8
Tier 1	D Avenue	Division Street	4th Avenue	3	0.2	51.5
Tier 1	Hoover Avenue / 33rd Street / National City Boulevard	Mile of Cars Way	Southern City Limit	2	1.2	51.4
Tier 1	8th Avenue	Roosevelt Avenue	Paradise Valley Road	3	2.3	50.6
Tier 2	Roosevelt Avenue	Main Street	8th Street	2	0.5	49.5

Source: Table 5-6: Project Prioritization, City of National City Bicycle Master Plan, City of National City (2010

Figure 4: 4th Street Community Corridor Project Improvement Map

Figure 5: 18th Street Community Corridor Project Improvement Map

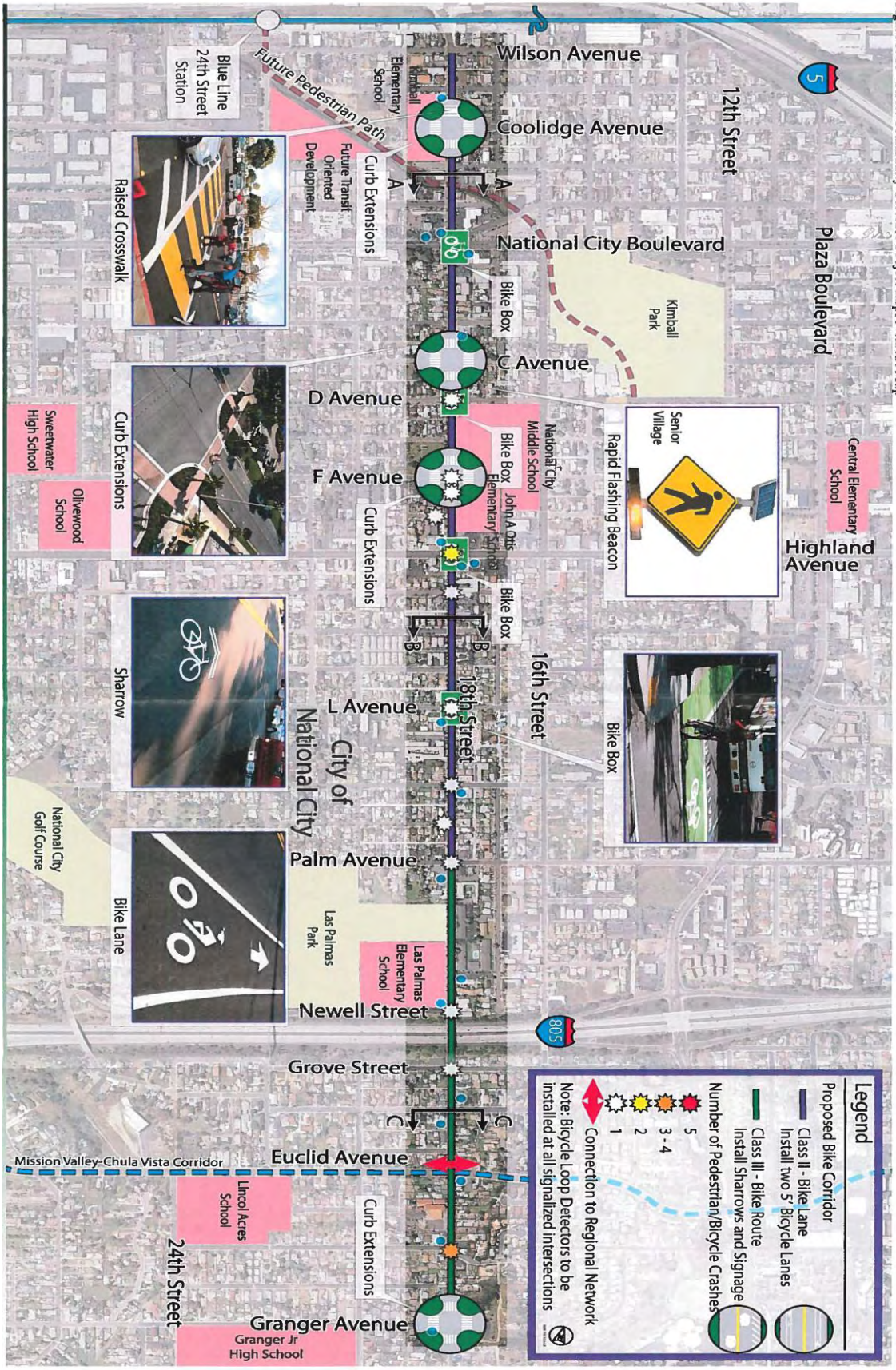
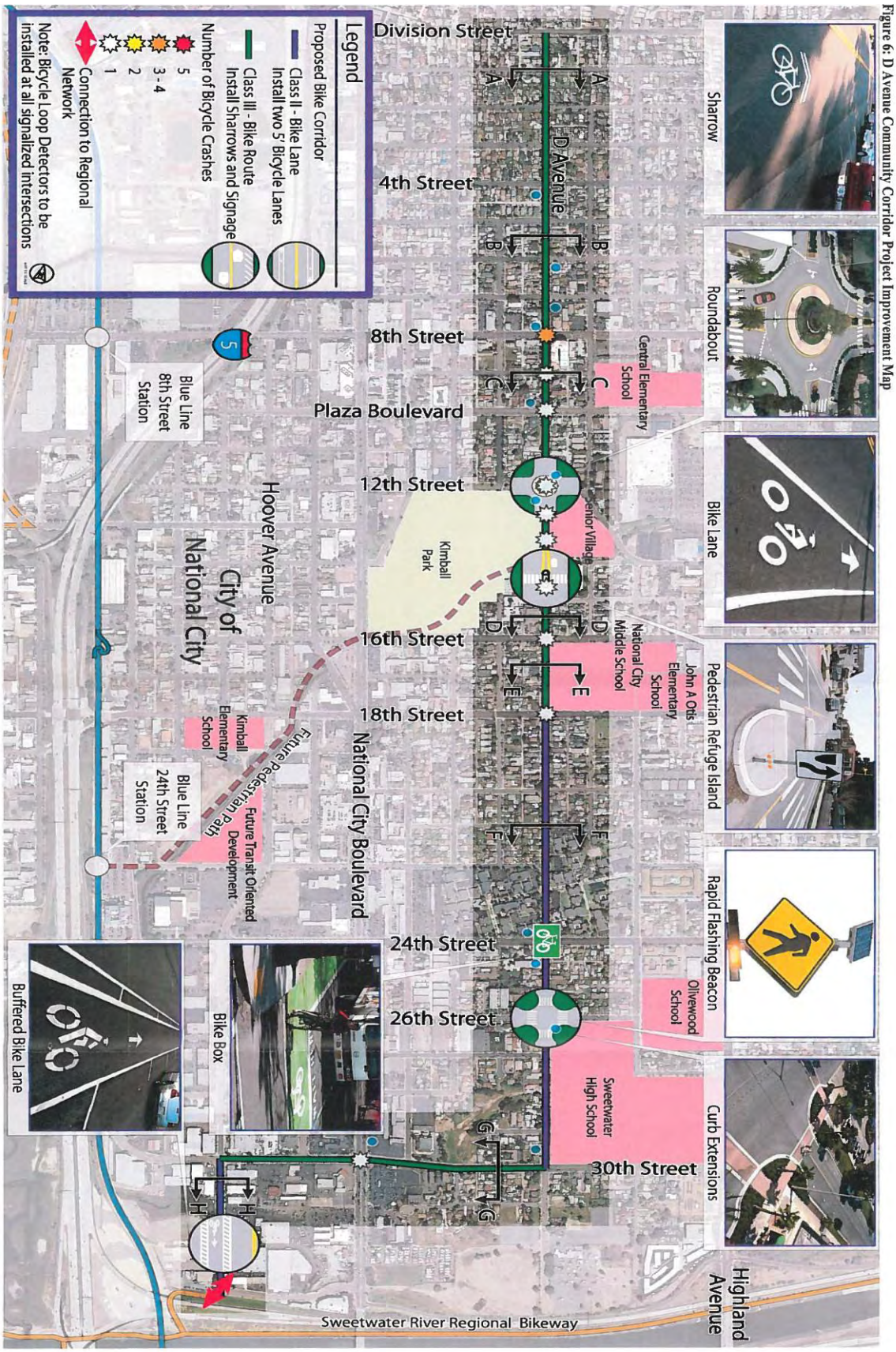


Figure 6: D Avenue Community Corridor Project Improvement Map



Problem Statement:

As National City is proposing to add approximately 6.5 miles of Class II and Class III bicycle facilities to corridors that do not currently have designated bicycle facilities, drivers will need to adjust to an increase in bicycle activity. As such, improving bicyclist visibility to reduce the risk of bicycle-vehicular collisions is a high priority. These priorities are consistent with the goal of the National City Bicycle Master Plan to create a safe and comprehensive local and regionally connected bikeway network where bicycling is a viable travel choice for users of all abilities.

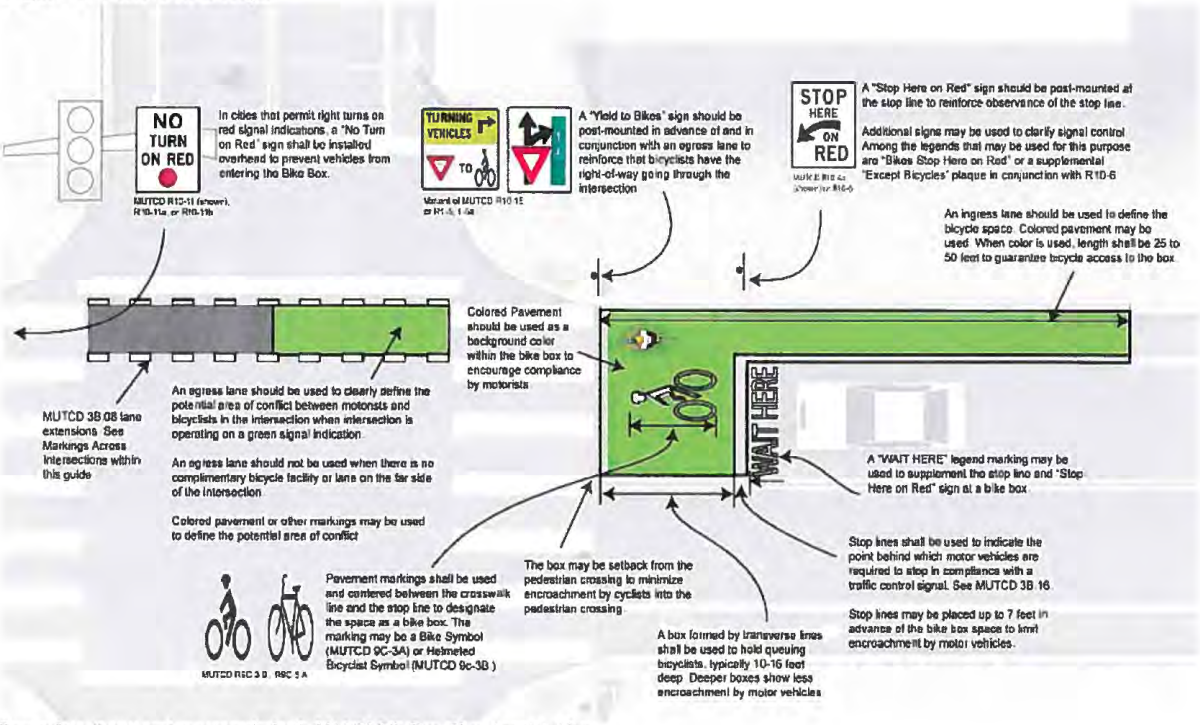
Proposed Changes:

In order to increase bicyclist visibility and make bicycling a safe and viable travel choice for users of all experience levels, Bike Boxes are proposed at signalized intersections along each of the corridors where Class II bike lanes are proposed.

According to the National Association of City Transportation Officials (NACTO), "a Bike Box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase" (*NACTO Urban Bikeway Design Guide*, April 2011). Bike Boxes are intended to increase the visibility of bicyclists by positioning them ahead of stopped vehicles. Bike Boxes are also intended to help prevent right-hook conflicts with right-turning vehicles and can be useful in aiding bicycle queuing.

The proposed Bike Box design, as recommended by NACTO, is shown in **Figure 7**. As can be seen, the application of color and markings in the area between the limit line and the crosswalk line to designate an exclusive waiting area for bicyclists causes the Bike Box design to deviate from the standards contained in the California Manual on Uniform Traffic Control Devices (CA-MUTCD). **Figures 8 and 9** show the Bike Box design detail and a typical intersection with the Bike Box design as prepared for the National City 4th Street Corridor Improvement Plans. The proposed Bike Box design is not protected by a patent or copyright. This detail will be applied to each corridor.

Figure 7: Bike Box Design



Source: http://nacto.org/wp-content/uploads/2010/08/BikeBox_Plan_Annotated.jpg

Figure 8: Bike Box Design as Presented in the National City 4th Street Corridor Improvement Plans

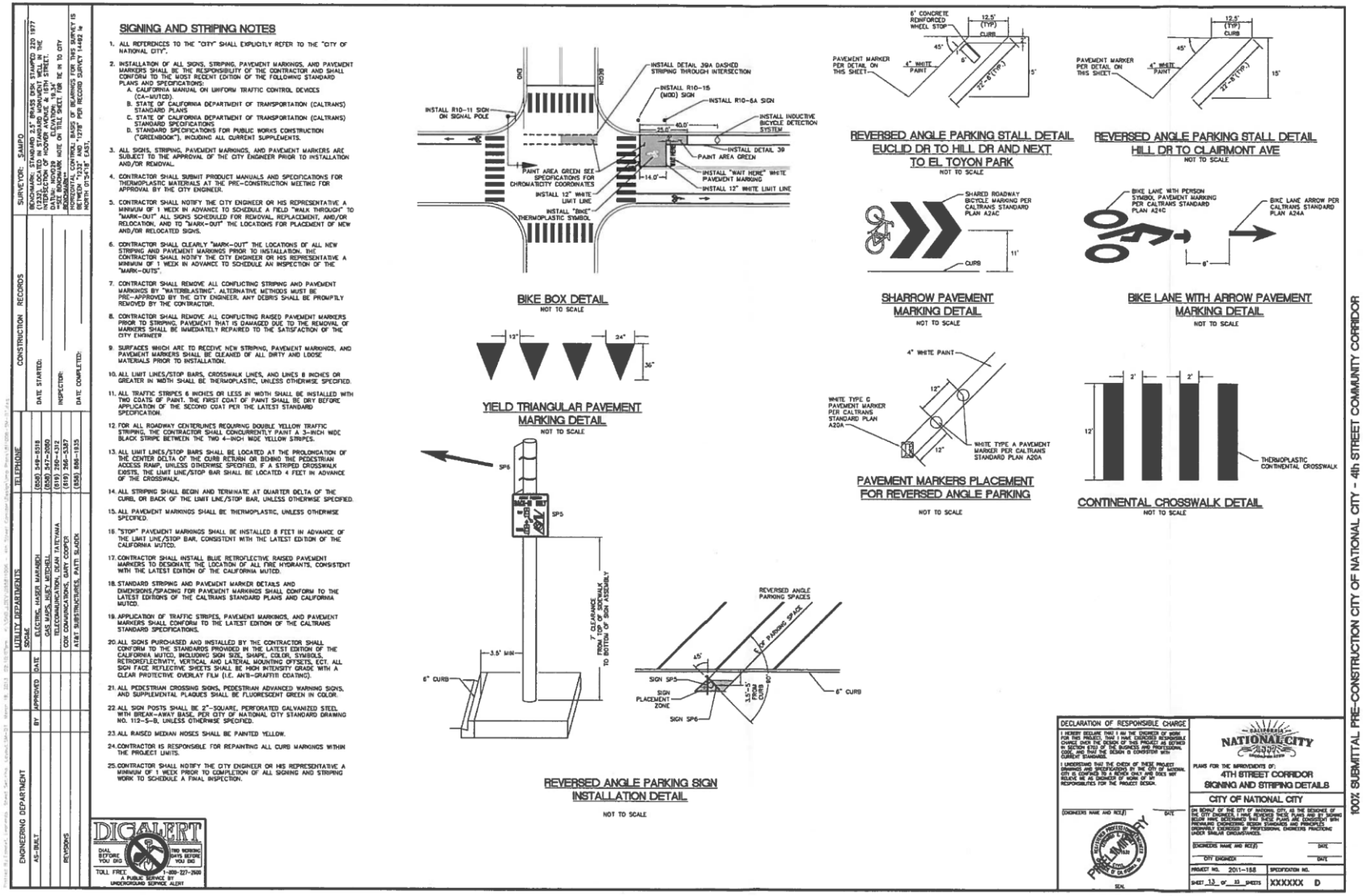
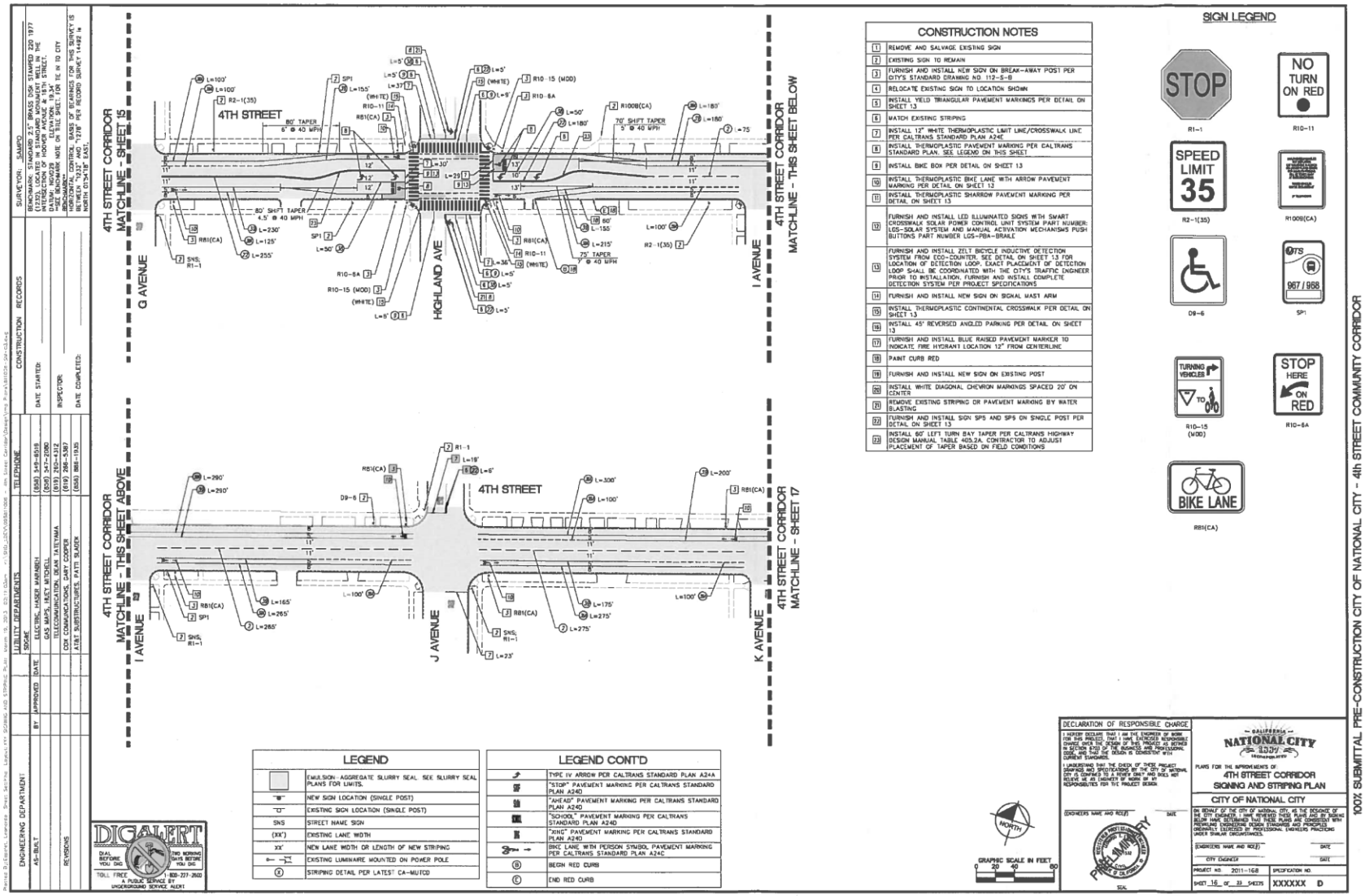


Figure 9: Typical Intersection with Bike Box Design as Presented in the National City 4th Street Corridor Improvement Plans



Proposed Locations:

The requested Bike Boxes are proposed at the following signalized intersections:

- Along 18th Street where it intersects the following roadways:
  - National City Boulevard
  - D Avenue

- Along 4th Street where it intersects the following roadways:
  - National City Boulevard
  - Highland Avenue
  - Palm Avenue
  - Euclid Avenue

- Along D Avenue where it intersects 24th Street.

Evaluation Plan:

The objective of the experiment is to evaluate the effectiveness of the Bike Box design. National City will conduct before and after studies consistent with SANDAG's data collection requirements. The City will provide semi-annual progress reports for the duration of the experiment to the Federal Highway Administration (FHWA) and the California Traffic Control Devices Committee (CTCDC) and will provide a copy of the final results to the FHWA within three months of the completion of the experiment. The City's target construction date is Fall of 2013. The experiment will last as long as the City deems necessary for proper collection of data. The City of National City agrees to terminate the experiment if the City, the FHWA, or CTCDC determines that significant safety concerns are directly or indirectly attributable to the experiment. If necessary, the City will restore the site of the experiment to a condition that complies with the provisions of the CA-MUTCD within three months of the termination of the experiment. The City understands that if a request is made that the CA-MUTCD be changed to include the proposed Bike Box design, the experimental design will be permitted to remain in place until an official rulemaking decision has been made.

Some of the measures that will be observed to evaluate the Bike Boxes include:

- Vehicle compliance with the No Turn on Red requirement
- Proportion of vehicles encroaching into the Bike Box
- Position of bicyclist within the lane and Bike Box
- Bicycle and vehicle collision type and frequency, with particular emphasis on right-hook conflicts
- Traffic counts of vehicles and bicycles
- Bicycle ridership type mix
- Speed of bicycles and vehicles

Conclusion:

The City of National City desires to provide bicycle facilities that will make bicycling a more practical and convenient transportation option for a wide variety of residents with various skill-levels and reasons for bicycling. Should the results of this experiment conclude that the Bike Box designs have been effective and successful in improving bicycle safety and enhancing bicyclists' experience, the FHWA and CTCDC should consider creating a guideline for these types of traffic control devices in a future revision of the CA-MUTCD.

We look forward to receiving approval for our request of permission to experiment with Bike Boxes. If you have any questions or require additional information, please don't hesitate to contact me.

Sincerely,

Stephen Manganiello
City Engineer
City of National City
Engineering Department
smanganiello@nationalcityca.gov
619-336-4382

7.

11-4 Experiment with Round Rapid Flashing Beacon and RRFB (Santa Monica)

See Final Report on the following website.
http://www.dot.ca.gov/hq/traffops/signtech/newtech/exp/2013-04-24_Final_rpt_4(09)-8.pdf

7. Discussion Items

13-08 Minimum Yellow Light Change Interval (MYLCI) for the Signalized Intersections

Issue: Caltrans would like to discuss the MYLCI with Committee because there is perception that Automated Red Light Enforcement System (ARLES) signals does not have enough yellow time and motorist are receiving violations.

Background:
The MYLCI policy was revised in 2004 after a long deliberation among the CTCDC members and Caltrans. Since then, questions have been raised on the use of posted speed limit to determine the MYLCI. Because the posted speed limit sometimes is 9 miles below the 85th percentile speed, the MYLCI time calculated on the posted speed limit which is reduced 9 mile from the 85th percentile could create a trap for drivers approaching the intersection during the change in signal phasing. Some individuals and local agencies took this issue to the legislature. As a result, Assembly Bill AB 612 was proposed to revise the MYLCI at the intersections where red light enforcement is used.

Having MYLCI different at the Automated Red Light Enforcement System (ARLES) signals compared to regular signalized intersections will create confusion among drivers. The concern is that increased yellow light timing is being proposed exclusively for signalized intersection locations that use ARLES, the Department believes it is more important to exercise uniformity and consistency in applying established policies and guidelines. It also risks jeopardizing the safety of the traveling public by mandating timing that would result in inconsistent traffic signal timing throughout the State, and therefore cause confusion to the drivers in California.

For more information, see NCHRP Report 731 and Minimum Yellow Light Change Interval for intersections with red light cameras on the following website:
http://www.dot.ca.gov/hq/traffops/signtech/newtech/agenda/NCHRP_RPT_731.pdf

http://www.dot.ca.gov/hq/traffops/signtech/newtech/agenda/YellowTiming.pdf

AB612:

BILL ANALYSIS
SENATE TRANSPORTATION & HOUSING COMMITTEE BILL NO: AB 612
SENATOR MARK DESAULNIER, CHAIRMAN AUTHOR: Nazarian
VERSION: 3/19/13
Analysis by: Erin Riches FISCAL: no
Hearing date: June 18, 2013

SUBJECT:

Automated enforcement systems: yellow lights

DESCRIPTION:

This bill establishes longer yellow light intervals at intersections with automated enforcement systems and requires courts to dismiss citations occurring at intersections where local agencies have not designated these yellow light intervals.

ANALYSIS:

Existing law:
Provides that a yellow light signal warns a driver that a red indication will be shown immediately thereafter, signaling a change in the right-of-way assignment. Authorizes a local government agency, in cooperation with a local law enforcement agency, to install an automated traffic enforcement system (commonly known as a red light camera) at an intersection pursuant to specified requirements.

Defines an automated traffic enforcement system as a system operated by a government agency, in cooperation with a law enforcement agency, that photographically records a driver's responses to a rail or rail transit signal and/or crossing gate, or to an official traffic control signal, and is designed to obtain a clear photograph of a vehicle's license plate and the driver of the vehicle.

Requires the local agency to establish minimum yellow light change intervals at red light camera intersections in accordance with the California Manual on Uniform Traffic Control Devices (California MUTCD).

The California MUTCD:

Provides that a yellow light change interval should have a minimum duration of three seconds and a maximum duration of six seconds, with the longer intervals reserved for use on approaches with higher speeds.

Recommends specific yellow light intervals ranging from 3.0 seconds for a posted speed of up to 25 miles per hour to 5.8 seconds for a posted speed of 65 miles per hour.

<u>This bill:</u>

Requires a local agency to establish minimum yellow light intervals at red light camera intersections at one second longer than the yellow light change intervals provided in the California MUTCD.

Requires courts to dismiss traffic citations issued at red light camera intersections if the local agency or local authority has failed to establish the specified yellow light intervals.

COMMENTS:

<u>1.Purpose.</u> The author states that red light cameras create situations where motorists brake earlier than usual at a yellow light in order to avoid a ticket for running the red light; the author contends that this leads to an increased number of rear-end collisions. The author and sponsor cite numerous studies which have found that extending yellow light intervals reduces collisions related to red light running.
The author states that this is because local jurisdictions may set the yellow light interval below the minimum. In addition, jurisdictions tend to set yellow light intervals according to the posted speed limit rather than the actual speed motorists are traveling, which is often higher than the posted limit. The author

states that this bill is a logical step toward achieving the ultimate mission of red light cameras, namely, to improve safety.

2. Red light cameras. California first authorized the use of red light cameras in 1994 at rail crossings, and expanded this authorization to signalized intersections several years later. Red light cameras have been the subject of some controversy, and numerous pieces of legislation in recent years have addressed issues such as privacy and concerns that red light camera intersections are more focused on revenue generation than traffic safety. SB 667 (Peace), Chapter 396, Statutes of 2001, required local agencies to set yellow light intervals based on the California MUTCD at intersections with red light cameras. The author of SB 667 introduced the bill based on testimony at an informational hearing indicating that at some red light camera intersections the yellow light interval was shorter than California MUTCD standards, effectively creating red light speed traps.

3. Caltrans review. Existing law requires Caltrans, after consultation with local agencies and public hearings, to adopt rules and regulations prescribing uniform standards and specifications for traffic control devices in the state. Caltrans fulfills this mandate through its California Traffic Control Devices Committee (CTCDC), which Caltrans created for this purpose. The CTCDC is an advisory body which reviews rules and regulations and makes recommendations to the Caltrans director, who ultimately adopts and publishes rules and regulations in the CA MUCTD. The committee is made up of representatives from Caltrans, the California Highway Patrol, and local governments, and also consults with technical advisors.

During its quarterly meeting on July 25, 2013, the CTCDC will consider issues concerning yellow signal timing at all signalized intersections in relation to findings cited in a new National Highway Cooperative Research Program report. The CTCDC will decide whether to assign a subcommittee to look further into issues raised by this report. If it chooses to do so, the full committee may consider a recommended policy change as early as fall or winter of this year. The committee may wish to consider holding this bill pending CTCDC review of this issue, or directing Caltrans to study yellow light timing and report back to the Legislature with recommended action.

4. Unintended consequences. Traffic engineers calculate red, yellow, and green light intervals for each intersection based on both engineering formulas (pursuant to the CA MUCTD) and circumstances (e.g., two main streets intersecting versus a side street intersecting a main street). In addition, engineers often synchronize traffic lights along a high-traffic corridor to facilitate traffic flow. Adding one second to yellow lights at red light camera intersections could wreak havoc with such synchronization and cause a need to re-time the entire corridor, at potentially significant cost to localities.

5. Why not all intersections? The Northern and Southern California Automobile Associations note that minimum yellow light intervals reduce red light violations and related collisions so dramatically that they should be instituted at all intersections in the state. The sponsor notes that these intersections have, by definition, been targeted as areas with high rates of red light running. In addition, the red light cameras provide data to enable localities to track results. Thus, the sponsor states that it is logical to apply this bill just to those intersections, at least as a start.

6. Battling studies. The sponsor, who opposes red light cameras, cites numerous studies showing that localities that have lengthened yellow light intervals have experienced significant drops in red-light running and collisions. Other studies, many funded by the red light camera industry, show that red light cameras have a much more significant impact.

7. Opposition concerns. The California Police Chiefs Association notes that this bill is inconsistent with the formulaic approach established in the CA MUCTD. Similarly, the League of California Cities states

that current yellow light intervals are based on considerable research and actual practice, and reflect the conditions of the particular intersection. The City and County of San Francisco states that making yellow lights longer encourages disrespect of yellow lights, particularly in slow-speed urban conditions. Finally, Redflex Traffic Systems argues that providing longer yellow lights would encourage drivers to enter intersections further into the yellow phase and could disrupt the flow of vehicles from intersection to intersection, ultimately creating a risk of increased crashes.

Assembly Votes:
Floor: 72-1
Trans: 15-0

POSITIONS: (Communicated to the committee before noon on Wednesday, June 12, 2013.)

SUPPORT: Safer Streets L.A. (sponsor)

American Automobile Association Northern
California, Nevada, and Utah
Automobile Club of Southern California
California Association of Highway Patrolmen
California Conference Board of the Amalgamated
Transit Union California Conference of Machinists
California Construction Trucking Association
California Teamsters Public Affairs Council
National Motorists Association
Peace Officers Research Association of California
OPPOSED: California Police Chiefs Association
City and County of San Francisco
League of California Cities
Redflex Traffic Systems

CITY TRAFFIC ENGINEERS (CTE) ASSOCIATION

CHAIRMAN: Scott Ma

SECRETARY/TREASURER: Eric Dunlap

June 20, 2013

Mr. Devinder Singh
Executive Secretary
California Traffic Control Devices Committee
1120 N Street
Sacramento, CA 95814

Subject: Request for CTCDC Evaluation of Assembly Bill 612

Dear Mr. Singh:

The City Traffic Engineers Association (CTE) was established in 1973 as a non-profit organization consisting of traffic engineers from various public agencies in Southern California. At our last meeting on June 12, 2013, we discussed the proposed Assembly Bill (AB) 612 to amend Section 21455.7 of the California Vehicle Code relating to the establishment of the minimum yellow change interval at an intersection using an automated enforcement system (red-light camera). The proposed legislation as written would establish the minimum yellow change interval for all movements at one second greater than the minimum values stipulated in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

As practitioners in our profession, we decided as a group to communicate some our concerns regarding the proposed legislation to the California Traffic Control Devices Committee (CTCDC), which is the designated advisory body to the California Department of Transportation (Caltrans) responsible for reviewing and prescribing uniform standards and specifications for all official traffic control devices used in California, including the establishment of procedures and guidelines for establishing the minimum yellow change interval.

Based on our preliminary evaluation of the proposed legislation, it would lead practitioners to apply two different methodologies for determining the yellow change interval, which is contrary to the current practice of applying one uniform methodology for determining the yellow change interval for all signalized intersections regardless if the intersection has an automated enforcement system (red-light camera). The proposed legislation would lead to the implementation of longer yellow change intervals

that would result in increased congestion and reduced efficiency of intersections currently synchronized. In addition, the proposed legislation, in some instances, would result in the implementation of a yellow change interval greater than the recommended guidance of six seconds as the maximum duration for a yellow change interval as stipulated in the current edition of CA MUTCD.

We also want to inform the CTCDC that the Transportation Research Board (TRB) of the National Academies (Advisors to the Nation on Science, Engineering, and Medicine) recently completed a comprehensive research project regarding the establishment of yellow change interval and red clearance interval times for signalized intersections. The research project reviewed the current "state of practice" and concluded that the kinematic equation developed by the Institute of Transportation Engineers (ITE) continues to be an appropriate method for determining the yellow change interval because it was formulated based on the principles of physics and intersection conditions. The kinematic equation for the yellow change interval factors in the driver's perception-reaction time, the vehicle's deceleration rate and the vehicle's approach speed. The entire research project was published as *National Cooperative Highway Research Program (NCHRP) Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections* (TRB, November 2012). The report was made available online at: http://www.trb.org/Publications/Blurbs/168017.aspx.

Based on these concerns raised above by the group, we respectfully request that the CTCDC conduct a review and evaluation of the proposed AB 612. Your leadership and guidance is this matter will be greatly appreciated.

We commend the CTCDC's continued efforts to establish uniform traffic control devices in California. We look forward to your involvement in said subject matter.

Sincerely,

Scott Ma

Scott Ma
CTE Chair

Cc: Mr. Eric Dunlap, CTE Secretary/Treasurer
Mr. Hamid Bahadori, Vice Chairman of the CTCDC

City Traffic Engineers Association
Scott Ma, Hartzog & Crabill, Inc.
17772 East 17th Street, Suite 101, Tustin, California 92780 (714) 731-9455
Email: citytrafficengineers@gmail.com

13-09 Blank-out STOP and YIELD Signs for mid-block crosswalks

The question for discussion is: Do these signs require experimentation or can the Committee recommend adding their specs into the CA MUTCD without experimentation?

The use of these types of signs will be at the mid-block crosswalks, where pedestrians can activate the sign for crossing.

9. Next Meeting: Suggested dates are November 7 or 14, 2013.

10. Adjourn:

Added 12-19 Amendment to Item 12-19 Highlighted Shared Lane Marking

Recommendation: The City of Los Angeles proposed amendment to already approved experiment under Item 12-19 with highlighted shared lane marking and requests authorization from the Committee to conduct experiment as amendment shown below:

Agency Making Request: City of Los Angeles

Sponsor: Mark Greenwood – Voting Member, representing Southern League of California Cities

AMENDMENT TO HIGHLIGHTED SHARED LANE MARKING EXPERIMENTAL PROPOSAL

Submitted to:

California Traffic Control Devices Committee
Federal Highway Administration, Office of Traffic Operations

Submitted by:

Los Angeles Department of Transportation
Bicycle Program
July 28, 2013

A. Statement of the Problem

In July of 2012, Item 12-19 was approved by the California Traffic Control Devices Committee (CTCDC) for the Los Angeles Department of Transportation (LADOT) to experiment with green background coloration for highlighted shared lane markings. Since this application was submitted, this experiment has been on hold while the City has tested its green bike lane markings on Spring Street. With the implementation of the green bike lane test, the City has encountered numerous challenges with the project including product viability, ongoing maintenance, and interference with film/television industry activities. Thus, we request an amendment to Item 12-19.

B. Background

Due to the issues enumerated above, we request the approval to experiment with the inclusion of 4” green stripes inside each of the standard white bike lane stripes. The standard bike lane configuration will remain the same, while the green stripes augment the bike lane area. This allows for less green material, thereby reducing overall installation and maintenance costs. The green material will be retained in full at the merge zones as indicated in the drawing (attached). In addition, green backed standard bike symbols and directional arrows will be included at the beginning of each block and standard white markings will be included at conflict areas such a major driveways.

http://www.latimes.com/news/local/la-me-bike-lane-paint-20130620,0,2575439.story

Downtown L.A. bike lane to get Hollywood makeover

A coalition of film groups persuades the L.A. City Council to redo the Spring Street lane using less paint and in a darker shade of green to aid filming.

Darryl Strucke and Alvin Pegues, both painters with the L.A. Department of Transportation, create a bike lane along Spring Street in downtown Los Angeles. (Rick Loomis / Los Angeles Times / November 19, 2011)

By Laura J. Nelson, Los Angeles Times
June 19, 2013, 10:37 p.m.

The future looks muted for the vivid green bike lane that runs the length of Spring Street in downtown Los Angeles.

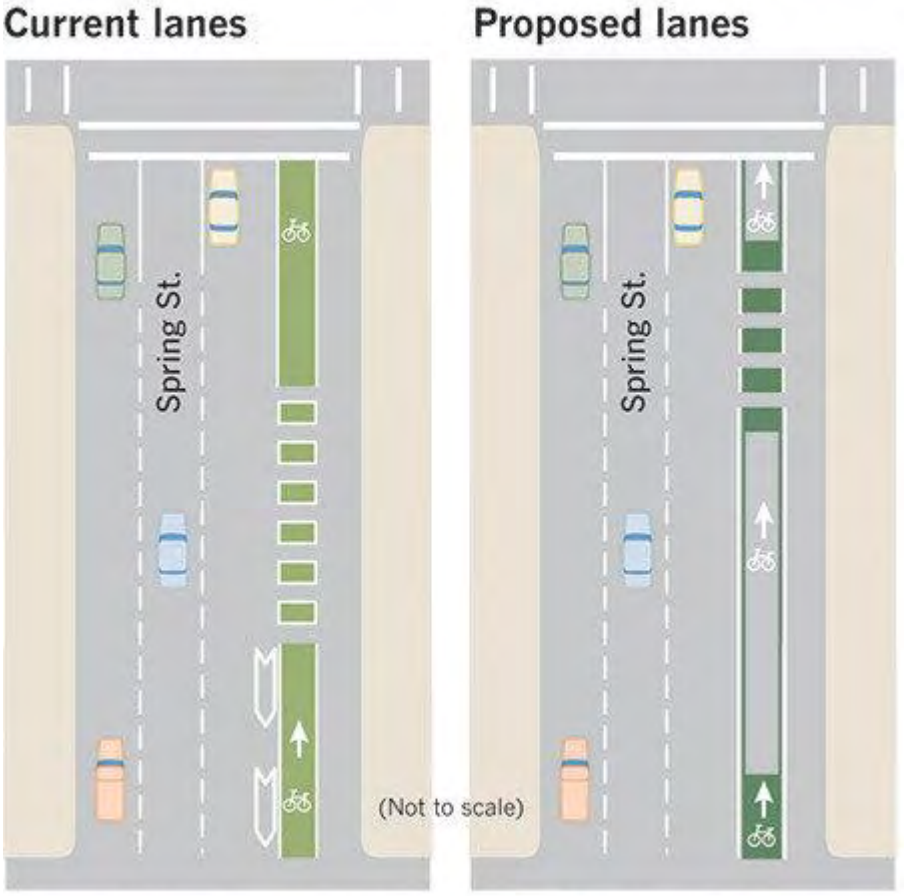
The Los Angeles City Council unanimously voted Wednesday to scrape the paint from the current bicycle lane and redo it with less paint and in a darker shade of green, capping a two-year controversy that pitted the local bike lobby against the muscle of Hollywood, which insisted the lane's color had made filming on Spring nearly impossible.

When the lane, which resembles a narrow bright-green carpet, first appeared in 2011, bicycle advocates hailed it as an important step for cycling safety and infrastructure in a city where car-free transportation lags behind other major metropolitan areas.

But under the bright lights of a film set, Hollywood representatives argued, the paint became so fluorescent that everything, including actor's faces, was bathed in a greenish glow. That made filming exterior shots more difficult along a corridor that location scouts often choose as a stand-in for other cities, including New York.

When Councilman Jose Huizar requested a touch-up for the lane a few months ago, the industry saw its chance. A coalition of film organizations that included SAG-AFTRA and the Motion Picture Assn. of America wrote to the City Council, saying thousands of film jobs had left Los Angeles because of it and urged council members to oppose the lane entirely.

In the end, the film groups spent more than 24 hours in meetings with cycling advocates and elected officials to hammer out a compromise. The plan, if approved by state transportation officials, will reduce the paint in the bike lane by 80% to 90%. The only color that will appear in most sections will be two four-inch stripes of forest green, flanked by the white outlines. The lane would remain fully painted in areas where vehicles frequently cut into the bike lane.



Sources: City Councilman Jose Huizar, Los Angeles Department of Transportation

MATT MOODY Los Angeles Times

"Neither side feels like they won," said Ed Duffy, a representative for Teamsters Local 399, which represents film industry workers. Although the lane color can be digitally removed, only high-budget film projects have the time and money to do that, Duffy said, and the Transportation Department won't allow film crews to close streets in downtown or paint over street markings. He said high-profile shoots, including the television series "Mad Men," had chosen not to use Spring for exterior shots because of the lane. He couldn't otherwise quantify how much business had left Los Angeles.

The Los Angeles County Bicycle Coalition said the loss of the paint, and the change of color, is a step backward for safety and a blow to an area with a rapidly growing residential population. A 2012 survey from the coalition said the number of bicycles along Spring went up by half after the buffered lane was installed, and an L.A. Department of Transportation survey said bicycling on the street rose 40% this year from 2012.

New York also uses forest green paint, Huizar spokesman Rick Coca said, so the film industry will find that the Spring lane now looks more authentic. The new and old greens are in a spectrum of colors the federal government has approved for bike lanes.

"The irony in all of this is that these green bike lanes are now popping up in every city," said Eric Bruins, policy director for the bicycle coalition. "They made L.A. different from what was becoming a national trend."

The bright side, Bruins said with a tinge of resignation, is that the new paint option would cost about 75% less than the once-vivid lanes, which are now fading because of weather and constant traffic. That would make expanding the bike lanes easier and more affordable in the future.
laura.nelson@latimes.com
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http://www.latimes.com/local/lanow/la-me-ln-spring-street-bike-lanes-20130619,0,1493612.story

After Hollywood outcry, Spring Street bike lanes lose some paint

Film crews work on the show "Ringer" as cyclists, cars and buses pass in the green bike lane in the 400 block Spring Street last year. City officials approved a plan Wednesday that would replace the bright

color with a forest green that is less visible on film. (Brian van der Brug / Los Angeles Times / March 8, 2012)

By Laura J. Nelson
June 19, 2013, 3:10 p.m.

The film industry and the Los Angeles bicycling community reached a compromise Wednesday on the future of a controversial, bright green bike lane in downtown Los Angeles.

Under a motion passed by the Los Angeles City Council on Wednesday, what is currently a vivid ribbon of color will be scraped off and replaced with less paint in a more muted shade.

The design, which would be experimental, must still be approved by the state.
"Downtown Los Angeles is undergoing a transformation," said Councilman Jose Huizar, who proposed the action. "This reflects the future."

When the 1.5-mile lane was painted in 2011, bicycle advocates hailed it as a important step for cycling safety and infrastructure in a city where non-car transportation lags behind other major metropolitan areas.

But the film industry was less pleased. Location scouts commonly choose Spring Street to stand in for other cities, including New York and Chicago, and they said the lane's fluorescent green bounced off everything under bright filming lights, including actors' faces.

The issue arose again this spring when the paint began to fade. Huizar asked the council to approve a repainting. But representatives from Hollywood, including the Screen Actors Guild, and Teamsters Local 399 urged the council to remove the bike lanes.

Huizar's office held multiple meetings with the Los Angeles County Bicycle Coalition and film industry representatives to negotiate a compromise.
Under the new plan, the Spring Street bike lane will lose 80% to 90% of its paint. A 4-inch stripe of forest green would flank the inside of the white lane markers, with the rest of the lane unpainted. The lanes would remain fully painted in areas where vehicles frequently cut into the bike lane.
The bicycle coalition said the loss of the paint, and the change of color, is a step backward for safety in an area where the number of bicyclists is growing. A coalition survey in 2012 said the number of bicycles along Spring Street went up by half after the buffered lanes were installed.

"The brighter it is, the better," said Dennis Hindman of Toluca Lake. "The brighter it is, the safer you feel."

New York City also uses forest green paint in its bike lanes, Huizar spokesman Rick Coca said, so the film industry will find that the lanes now look more authentic.

Forest green is one in a spectrum of colors the federal government has approved for bike lanes.