

Experience a little slice of CicLAvia every day! A bike lane is coming to Spring Street by December, 2011.

for more information:

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Frequently Asked Questions

Is this a permanent bike lane?

Yes. This project is part of the recently adopted City of Los Angeles Bicycle Master Plan. This bike lane will extend from Cesar Chavez to 9th Street. In early 2012, LADOT plans to extend bike lanes on Main Street from Cesar Chavez to Venice Blvd. in two phases.

The Downtown Los Angeles Neighborhood Council (DLANC) and Los Angeles County Bicycle Coalition (LACBC) are working together to have a separated cycletrack/protected bike path implemented on Spring and Main Streets in the future. The buffered bike lane being installed will colonize space on the street now and allow for easier implementation of a separated cycletrack/protected bike path later, while funding and other engineering considerations are worked out.

How will the bike lane affect parking on Spring Street?

The bike lane will actually improve parking. All existing parking/loading will remain intact and peak-hour parking restrictions will be lifted on the West side of the street, making those parking and loading spaces full-time.

Why only full-time parking on the West side of the street? My business is on the East side. When will East side parking become full-time?

The LA Department of Transportation (LADOT) will evaluate traffic flow after installation to see if the parking can be made full-time on the east side. They may need to wait a couple months to see how traffic conditions adjust.

When does construction start?

Two steps to bike lane implementation:

1. Lane Striping Removal: Date TBA, but should be complete by November 14th.
2. Bike Lane Implementation (striping and painting): November 19th-20th.

On what day will the bike lane be complete?

The bike lane will be complete by Monday, November 21st.

What will happen during construction?

- Lane Striping Removal: Existing lane markings will be removed with sand-blasters and replaced with plastic markings. There will be minimal disruption to parking access on the west side of the street when lane marking removal takes place. The east side of the street will not be affected.
- Bike Lane Implementation: The paint will be applied with trucks, and will take less than 1 hour to dry. There will be minimal parking restriction on the west side of the street. The east side of the street will not be affected.

[turn over for more FAQs]

The City of LA is getting ready to implement a bike lane along Spring Street, spanning from Cesar Chavez to 9th St.

Pending further study, bike lanes would also be installed along Main Street from Cesar Chavez to Venice.

Tomorrow's Neighborhood Street!



Today's Raceway



Will construction affect access to my business?

There may be temporary restrictions for vehicle access and parking on the west side of the street. It will take less than one hour for the paint to dry. The east side of the street will not be affected. There will be no disruptions on the sidewalk on either side of the street.

Will the bike lane block access to my garage in my apartment/loft building?

Bike lanes (or future protected bike paths/cycletracks) will not block any access. Motorists can cross the bike lane to enter and exit driveways and parking stalls just as you do now.

Will the bike lane affect filming on Spring Street?

After implementation, the bike lane will not affect for parking for filming. Productions will still be allowed to seek permits for locating trucks and other equipment in the full-time west side parking/loading zone, as per usual. Film LA is aware of the bike lane installation schedule and will going forward advise productions seeking permits not to park trucks on the west side of Spring wider than 8 feet.

Once it is installed, how will enforcement work for illegally parked vehicles, such as delivery trucks, in the bike lane?

Vehicles will be cited by city parking enforcement officers and/or LAPD for blocking the bike lane, according to the California Vehicle Code.

Will the lane be wide enough to keep from getting “doored” by parked cars?

Yes. With an 8-foot parking lane, a 6-foot bike lane, and a 4-foot buffer, there is more than adequate distance from open doors if one rides at the center or to the left side of the bike lane; the buffer provides additional wiggle room to maneuver around open doors from larger vehicles.

If you have any further questions or considerations, please contact your local Councilmembers and let them know how we can make this a smooth transition for all who enjoy Spring Street.

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