

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

Date: June 8, 2017

To: Honorable City Council  
c/o City Clerk, Room 395  
Attention: Honorable Mitch O'Farrell, Chair, Entertainment & Facilities Committee

From: Seleta J. Reynolds,  General Manager  
Department of Transportation

Subject: **GREEN COLORED PAVEMENT (C.F. NO. 13-0479-S1)**

**RECOMMENDATION**

That the City Council, subject to approval of the Mayor:

Direct the Los Angeles Department of Transportation (LADOT) to report back in one year with an update on the performance of green colored pavement marking materials.

**BACKGROUND**

At the direction of the City Council, LADOT has been working closely with representatives of the film industry to develop an approach to marking bicycle lanes with green that is sensitive to concerns raised by the film industry. These concerns relate to challenges associated with green colored pavement acting as a potential obstacle or deterrent to filming in such areas. This collaborative process has recently culminated with the identification of a shade of green and pavement marking material that meets the requirements of the Federal Highway Administration (FHWA), while minimizing disruption to film production. The collaboration between LADOT and film industry representatives continues with regards to marking bicycle lanes with green colored pavement.

**DISCUSSION**

Green Color and Pavement Material

On April 15, 2011, FHWA issued a memorandum, issuing an Interim Approval (14) for the optional use of green colored pavement in marked bicycle lanes. The memorandum also states that FHWA's Office of Transportation Operations has noted positive operational effects associated with the use of green colored pavement in bicycle lanes, such as bicyclists positioning themselves more accurately as they travel across intersections and through conflict areas. LADOT sees the use of green colored pavement in bicycle lanes as a valuable tool to improve safety on streets where bicycle lanes are present and conflicts between bicyclists and motorists may be expected. While green colored pavement may be installed along the full length of bike lanes, LADOT's intention is to apply green colored pavement on select streets and only in "conflict" areas, which include but are not limited to bus zones, mixing areas where right-turning vehicles cross the bicycle lane, and select driveways.

As part of the Interim Approval, FHWA mandates a range of both daytime and nighttime chromaticity coordinates, within which the green color to be used must fall. Chromaticity is an objective specification

of the quality of a color, which consists of both the hue and saturation. On June 17, 2016, FHWA extended the color box limits originally provided in Interim Approval 14. Identifying the optimal chromaticity that falls within the allowable range, while minimizing disruption to filming, was a more complicated process than originally anticipated. LADOT obtained, installed, and tested several different samples of materials, attempting to find the most suitable candidate color.

On May 18, 2017, LADOT staff joined representatives of the film industry, Mayor's office, Councilmember Bob Blumenfield and his staff, and Public Works Commissioner Kevin James at a site visit on 1st Street in Boyle Heights to observe two green material samples: Endurablend and thermoplastic. Both samples represented a color identified as Pantone 349 c with chromaticity coordinates  $x=0.2801$ ,  $y=0.4736$ . Film industry representative feedback regarding the color shade was positive for the Endurablend sample. Film industry representatives raised concerns about "sparkles" in the thermoplastic sample. LADOT is currently investigating that component of the thermoplastic material, to see if it can be augmented to reduce concerns. LADOT will work with the film industry on any new materials identified in the future so that the film industry can field test them.

#### Use of Green on "High Filming" Street Segments

Many of the streets most frequently filmed in Los Angeles overlap with streets the city has identified for bicycling. In 2016, LADOT worked with FilmLA and film industry representatives to review city streets that are used frequently in filming, designated for bicycling, and also have a high number of people killed and seriously injured in crashes. The film industry representatives agreed that a smaller working group made up of Ed Duffy, Sarah Walsh and Donna Washington should work closely with LADOT on this effort. FilmLA provided the list of street segments with records of high rates of filming, and identified a hierarchy based on that data. LADOT technicians overlaid the "high filming" street segments with a map of existing and planned bicycle facilities based on the 2035 Mobility Plan, and then overlaid segments that are part of the Vision Zero High Injury Network. The High Injury Network is comprised of streets that have a history of people being killed or seriously injured by autos while walking and bicycling, and are top priority for City investment. Maps of the resulting priority segments are attached.

In reviewing the resulting maps, the film representative working group identified a number of street segments that they did not feel would be negatively impacted by the application of green colored pavement. This analysis was based on their knowledge of the type of filming done on these corridors. These 8.4 miles of streets are attached to this document.

For those street segments identified as "high filming" that do not feature any existing or planned bicycle lanes or appear on the High Injury Network, LADOT issued a moratorium on the use of green colored pavement. This action and the 67.7 miles of streets are memorialized in the attached letter from General Manager Seleta Reynolds to FilmLA dated November 3, 2016.

#### Status/Next steps

When installing green material on city streets, LADOT will use the Pantone 349 c shade of green, as this shade has been found to be mutually acceptable to both LADOT and representatives of the film industry, while meeting FHWA requirements.

LADOT prefers to be able to use different material types from different vendors depending whether implementation is done by city crews or contractor. The film industry representatives were generally comfortable only with use of the Endurablend material. Initially, LADOT will limit application to this material. However, it can only be applied by a contractor currently. City crews typically use thermoplastic material for similar applications. Therefore, LADOT will continue to investigate thermoplastic material alternatives that reduce the “sparkle” effect in hopes of finding something suitable that can be implemented by city crews directly. LADOT will work closely with representatives of the film industry prior before using any alternative thermoplastic or other materials, including holding additional field tests of any viable materials identified.

LADOT will work directly with representatives of the film industry before installing green on-street. For street segments that have been identified by film industry representatives as “high filming” and that also have existing or planned bicycle lanes and are on the High Injury Network, LADOT will discuss the use of green on these streets with the film industry as projects are planned. The discussion will consider safety, filming needs and alternative treatments in order to make street design decisions that best serve the film industry and the users of Los Angeles’ streets. For example, Spring and Main Streets from 9th Street to Cesar E. Chavez Avenue are planned for an upgrade from standard bike lanes to protected bike lanes. Due to the “high filming” classification of these segments as well as their use in historical period films where green pavement is deemed to be particularly problematic, LADOT committed through an outreach process and facilitated discussions to omitting any green colored pavement from the project. LADOT will engage the film industry at a minimum of 14 days in advance in these situations.

For locations not identified as “high filming” or those identified by the film industry working group as “high filming” but acceptable to have green on the attached chart, LADOT will notify FilmLA at a minimum of 7 days notice prior to installation of green colored pavement. For instance, the bike lanes on Van Nuys Boulevard, from Laurel Canyon Boulevard to San Fernando Road, are planned to have green colored pavement applied this fiscal year. This stretch of Van Nuys Boulevard is not designated as “high filming.”

#### **FINANCIAL IMPACT**

There is no impact on the General Fund. Green colored pavement materials are purchased and installed using special funds, including Measure R, Transportation Development Act Article 3, and various grant funds.

SJR:tf:pc

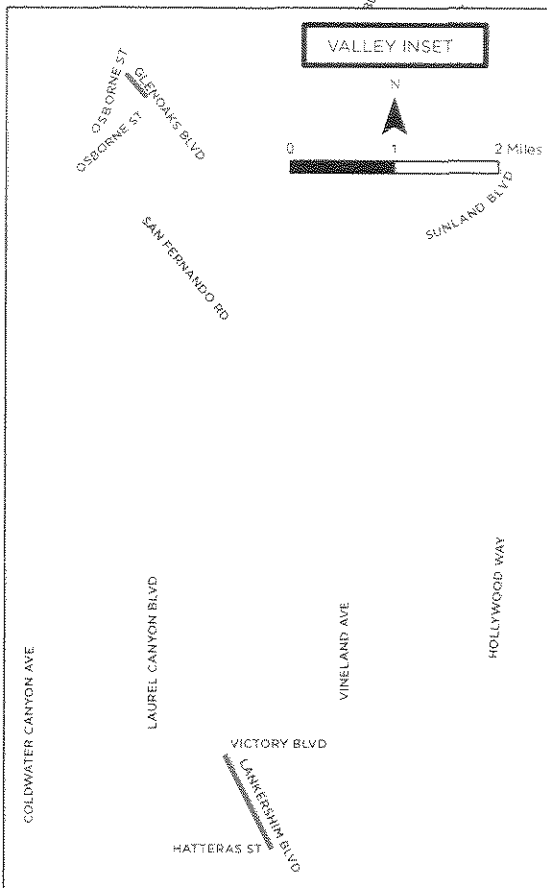
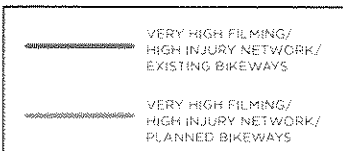
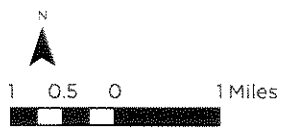
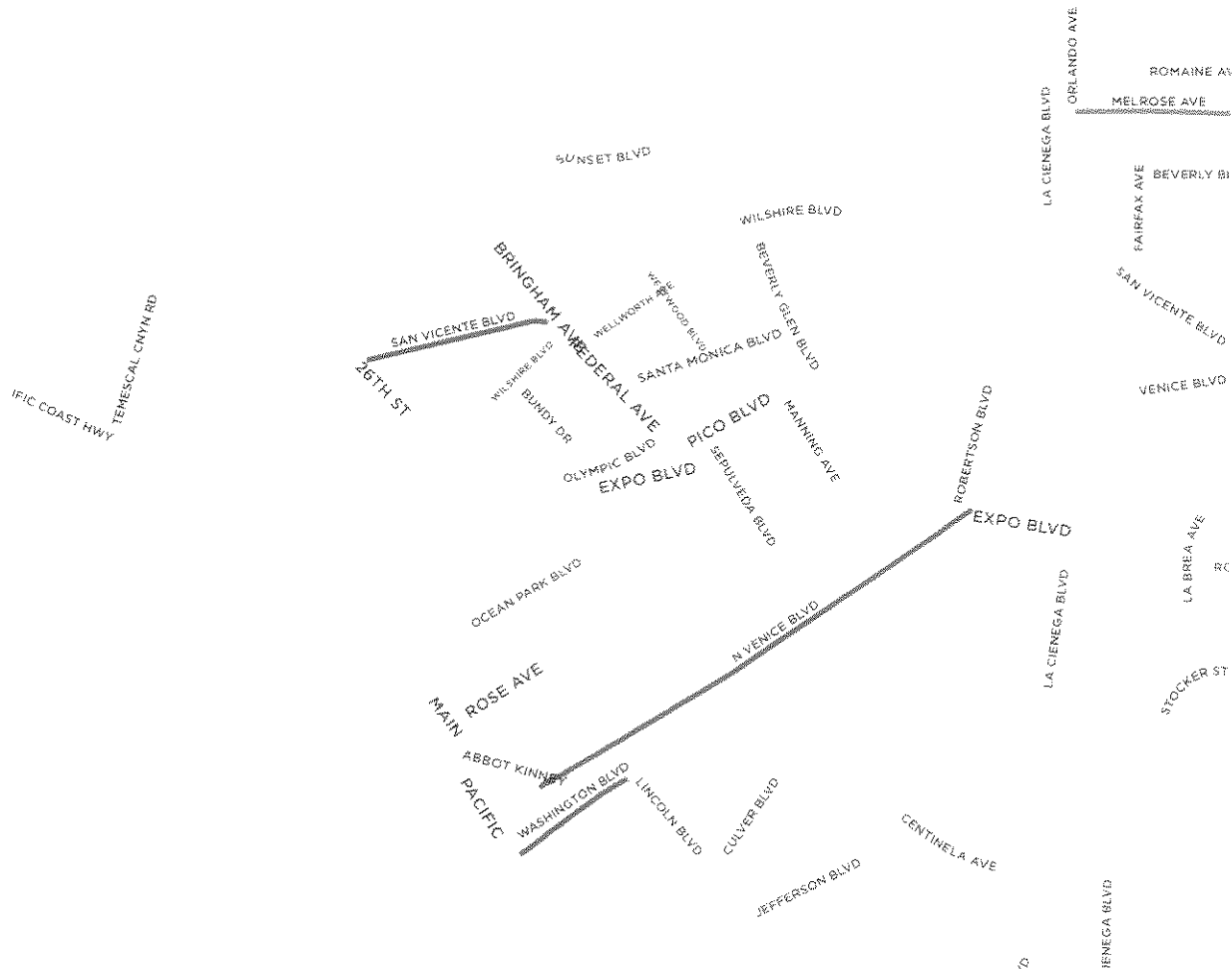
Attachments



Street	Limit 1	Limit 2	Length (Mi.)	Region	Comments
<b>Streets with High Filming/Bike Lanes/High Injury Network - Ok per Film Industry Working Group for Green Colored Pavement</b>					
2nd St.	Broadway	Spring St.	0.1	Downtown	
Glenoaks Bl.	Osborne St.	Osborne St.	0.3	Pacoima	
<b>Lankershim Bl.</b>	<b>Victory Bl.</b>	<b>Hatteras St.</b>	<b>0.8</b>	<b>North Hollywood</b>	<b>Great Streets project</b>
Pacific Ave. (San Pedro)	1st St.	6th St.	0.3	San Pedro	
Pacific Ave. (San Pedro)	9th St.	13th St.	0.3	San Pedro	
San Vicente Bl.	Bringham Ave.	26th St.	1.8	Brentwood	
Venice Bl.	Centinela Ave.	Robertson Bl.	3.0	Mar Vista/Palms	
<b>Washington Bl.</b>	<b>Dell Ave./Via Dolce</b>	<b>Lincoln Bl.</b>	<b>1.1</b>	<b>Venice</b>	<b>CD 11 request for green</b>
Figueroa St.	1st St.	Wilshire Blvd.	0.7	Downtown	
<b>TOTAL:</b>			<b>8.4</b>		



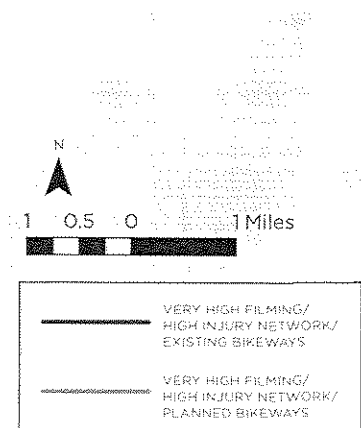
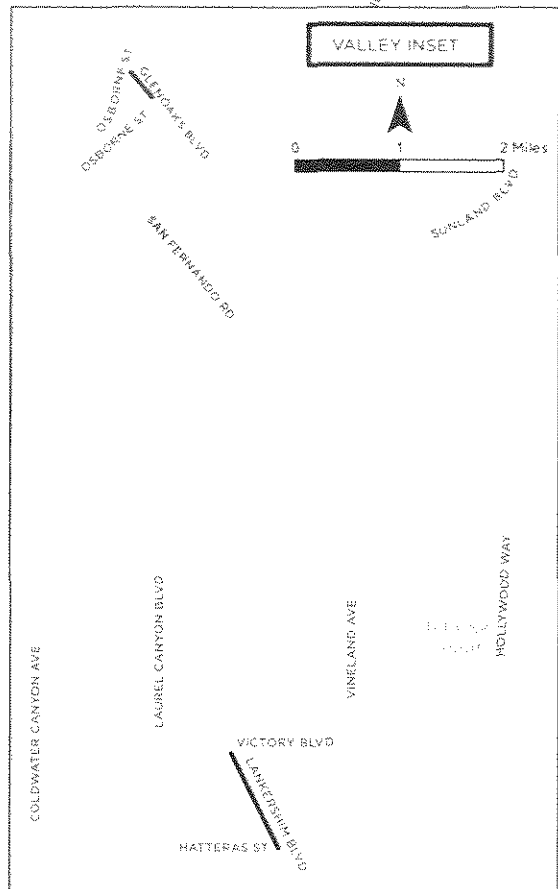
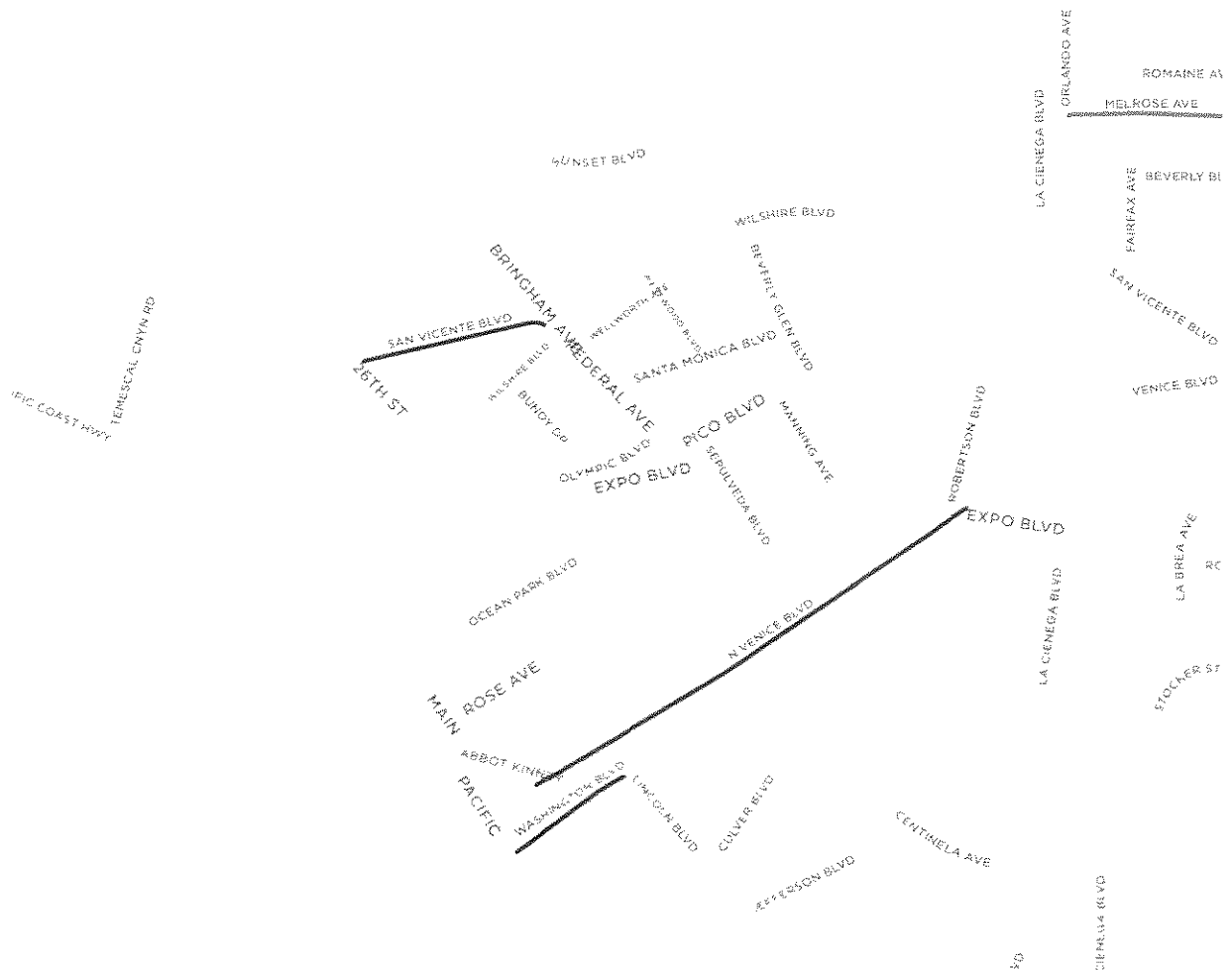
# HIGH FILMING LOCATIONS WITH PLANNED AND EXISTING BIKE FACILITIES







# HIGH FILMING LOCATIONS WITH PLANNED AND EXISTING BIKE FACILITIES





CITY OF LOS ANGELES  
CALIFORNIA

Seleta J. Reynolds  
GENERAL MANAGER



ERIC GARCETTI  
MAYOR

DEPARTMENT OF TRANSPORTATION  
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November 3, 2016

Donna Washington  
Vice President of Operations  
FilmLA, Inc.  
6255 West Sunset Boulevard, 12<sup>th</sup> Floor  
Hollywood, California 90028

Subject: **STREET SEGMENTS WITH A MORATORIUM ON GREEN COLORED PAVEMENT**

Dear Ms. Washington:

The Los Angeles Department of Transportation (LADOT) commits to a moratorium on installing green-colored pavement on the highly-filmed street segments listed in the attached table. FilmLA and partners in the film industry provided LADOT with a list of 88.5 miles of streets in Los Angeles that are most often filmed. LADOT agrees not to install green on more than 75% of these streets (about 67.7 miles).

The moratorium will extend 3 years from the date of this letter, at which time the Department, in collaboration with FilmLA, will determine whether to amend the list, and/or extend the period of the moratorium.

The remaining streets will be discussed with FilmLA and the film industry as projects are initiated, for example, there are currently regularly scheduled meetings about Main and Spring Streets. Consideration of safety, filming needs and alternative treatments will be discussed in order to make street design decisions that best serve the film industry and the users of Los Angeles' streets.

Sincerely,

A handwritten signature in black ink, appearing to read "Seleta J. Reynolds".

Seleta J. Reynolds  
General Manager

Attachment

c: ED Duffy, Vice President, Teamsters Local 399

HIGH FILMING STS: MORATORIUM ON GREEN			
Street	Limit 1	Limit 2	Length (Mi.)
3rd St.	Spring St.	Los Angeles St.	0.2
4th Pl.	Alameda St.	4th St.	0.2
5th St.	Figueroa St.	Central Ave.	1.4
6th St.	Alameda St.	Mateo St.	0.3
6th St. (San Pedro)	Gaffey St.	Harbor Bl.	0.7
7th St. (San Pedro)	Gaffey St.	Harbor Bl.	0.7
8th St.	Figueroa St.	San Pedro St.	1
9th St.	Figueroa St.	Gladys St.	1.2
Alma Real Dr.	La Cruz Dr.	Corona Del Mar	1
Beverly Bl.	La Cienega Bl.	La Brea Ave.	1.9
Beverly Bl.	Normandie Ave.	Vermont Ave.	0.5
Broadway	Temple St.	Venice Bl.	1.9
Burbank Bl.	Platt Ave.	De Soto Ave.	3.2
Chautauqua Bl.	Sunset Bl.	Pacific Coast Hwy.	1
Coldwater Cyn. Ave.	Chandler Bl.	Mulholland Dr.	3.3
Corona Del Mar	Chautauqua Bl.	Alma Real Dr.	0.5
Crenshaw Bl.	Exposition Bl.	Slauson Ave.	2.4
Culver Bl.	Lincoln Bl.	Sawtelle Bl.	1.5
Franklin Ave.	Orchid Ave.	Highland Ave.	0.1
Front St.	Regan St.	Pacific Ave. (San Pedro)	0.5
Glendale Bl.	Sunset Bl.	Temple St.	0.7
Hope St.	Temple St.	Hope Pl.	0.6
La Brea Ave.	Coliseum St.	Rodeo Rd.	0.2
La Brea Ave.	Beverly Bl.	Romaine St.	0.4
La Brea Ave.	Fountain Ave.	Hawthorn Ave.	0.9
La Cienega Bl.	Santa Monica Bl.	Venice Bl.	3.7
La Cienega Bl.	Fairview Bl.	83rd St.	1.1
La Cienega Bl.	104th St.	111th St.	0.5
Ocean Front Walk	Navy St.	Via Marina	2.5
Olympic Bl.	Centinela Ave.	Century Park East	3.4
Pacific Ave. (San Pedro)	6th St.	9th St.	0.2
Pacific Ave. (Venice)	Navy St.	Via Marina	2.6
Pico Bl.	Exposition Bl.	Manning Ave.	1.2
Rose Ave.	Main St.	Pacific Ave. (Venice)	0.1
Rossmore Ave.	Melrose Ave.	Wilshire Bl.	1.5
San Fernando Rd.	Van Nuys Bl.	Tuxford St.	3.5
Sheldon St.	Laurel Cyn. Bl.	Stonehurst Ave.	2.4
Speedway	Navy St.	Washington Bl.	1.4

Stocker St.	La Brea Ave.	Crenshaw Bl.	1.7
Tampa Ave.	Devonshire St.	Ventura Bl.	5.8
Traction Ave.	Alameda St.	Merrick St.	0.3
Vista Del Mar	Culver Bl.	Imperial Hwy.	2.1
Westwood Bl.	Wellworth Ave.	Santa Monica Bl.	0.6
Wilbur Ave.	Oxnard St.	Linnett St.	0.8
Wilshire Bl.	Alvarado St.	Grand Ave.	1.3
Wilshire Bl.	Fairfax Ave.	Vermont Ave.	4
Wilshire Bl.	Bundy Dr.	Federal Ave.	0.7
<b>TOTAL:</b>			<b>67.7</b>

