

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

Date: November 26, 2013

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: *for Robert Rodalon*
Jaime de la Vega, General Manager
Department of Transportation

Subject: **THIRD REPORT ON WORKMANSHIP OF CONTINENTAL CROSSWALKS
AND BICYCLE LANE INSTALLATIONS (C.F. 13-0866)**

SUMMARY

This is the third report on C.F 13-0866 outlining metrics requested by the Transportation Committee and additional solutions and strategies to better address striping deficiencies, particularly around schools.

RECOMMENDATION

That the Council RECEIVE AND FILE this report.

DISCUSSION

Overview

Subsequent to Council Motion 13-0866 (Englander-Cedillo) dated July 3, 2013 noting the "inferior workmanship" at the intersection of Corbin Ave. and Devonshire St., and other locations related to striping removal, LADOT prepared a report dated July 19, 2013 and presented it to the Transportation Committee on July 24, 2013. A second report dated August 23, 2013 was prepared and presented at the August 28, 2013 Committee meeting. At that meeting, LADOT and BSS were asked to report back on metrics indicating the timeliness of restriping after resurfacing and slurry seal. We were also asked to consider new strategies to address striping around schools and how to prevent dark streets when school sessions begin each year.

LADOT and BSS have since discussed and implemented new procedures and have met with staff from Councilman Englander's office to update them on progress relative to these actions.

Coordination Efforts

It should be noted that LADOT has had a Resurfacing Coordination section for the past twenty years. It was created to ensure better communication and coordination with BSS. Staff contacts BSS daily to get updates on scheduled pavement preservation projects. For resurfacing, BSS has in turn provided daily lineups, monthly committed lists and annual resurfacing programs. For slurry seal, BSS provides completion lists.

LADOT engineering staff's focus has generally been to ensure that the necessary geometric design plans are prepared by the Project Delivery Office for major and secondary highways and that DOT field crews are aware of BSS schedules. The coordination section also prepares work orders for Department crews to reinstall any missing striping.

Metrics

The reinstallation of striping on major streets typically requires a markout first, and then installation of lines and pavement markings in various stages over a period of a few days. Typically, the yellow centerline and the lane lines go in first, then the arrows, word messages, and crosswalks.

Certain critical projects on major streets begin to have striping installed immediately after BSS is complete. The average time to completely restripe major streets has varied over the years. The internal goal when both the coordination section and the field crews were more fully staffed was to begin restriping major street projects in less than ten (10) calendar days after BSS was complete.

Staffing challenges in both the coordination section and in the field crews have led to increased average restripe times. A summary of major street projects for which data was available since January of this year has shown the current average to be approximately 14 calendar days for markout installation to begin, and 5 additional days for completion of all striping elements.

Reliable data is currently not available for local streets, particularly when they are slurry sealed. LADOT is aware that some of these local streets have remained unstriped. Recent improvements and new procedures have been developed to address this issue.

Recent Improvements

A new process has recently been implemented, and is being tested, to determine if local street restriping times can be improved. DOT's striping contractor, Sterndahl Inc., will be utilized to help fill in where understaffed DOT field crews are not able to keep up. As part of the streamline process, work orders will no longer be used on local streets to replace limit lines, crosswalks, and other pavement markings. A Google Doc is used that is shared by LADOT and Sterndahl. It will enable us to track dates more closely and should provide better data metrics for analysis.

This is expected to significantly reduce the amount of time between slurry seal by BSS and restriping by DOT. Sterndahl is in the process of reducing the DOT backlog of streets that was given to them in October. New streets are being added each week. Our goal is for them to reduce the backlog and then restripe local streets within in a few days of notification from BSS and DOT going forward.

Technology and MyLADOT

LADOT has recently rolled out the online service request map-based application called MyLADOT. The internal version of the application allows staff to process service requests from Council offices and their constituents.

DOT is currently undergoing advances in technology, and looking at new ways of conducting business. MyLADOT is envisioned to be the platform for many of the functions DOT performs. Resurfacing and slurry seal response is one of our top priorities for implementation into this system. This will also allow for better coordination with all parties and increase efficiency through modern technology.

Strategies to Address Striping Around Schools

Staff from LADOT has met with BSS to discuss better strategies. In addition to the normal level of coordination, BSS now sends DOT a separate list of streets around schools where resurfacing has occurred. Any streets immediately around a school will be placed on priority for restriping by DOT.

It is also anticipated that slurry sealed streets around schools will be restriped faster using the contractual services previously outlined. Using the Google Doc (and MyLADOT in the future), dates can be better tracked and effectiveness can be determined more easily.

Another strategy that can be implemented is to utilize LADOT yards to field check the streets around schools at the end of the summer period for any missing markings and immediately reinstall the striping, signs and curb zones.

FISCAL IMPACT

No fiscal impacts results directly from this report, however, using additional contractual services to complete striping will result in additional contract costs. No additional funding is requested at this time.

JTV:NA:na

Attachment

c: Honorable Mitchell Englander, Council District 12
Honorable Gilbert Cedillo, Council District 1
Nazario Saucedo, Bureau of Street Services
Keith Mozee, Bureau of Street Services