

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: February 12, 2020

TO: Honorable City Council

FROM: Adel H. Hagekhalil, P.E.
Executive Director and General Manager
Bureau of Street Services



**SUBJECT: CF 19-0372 CONSIDERATION OF MULTIPLE DATASETS AND
CF 19-0373 LONG RANGE PLANNING OF STREET WORK**

This report is in response to motions in Council Files CF 19-0372 and CF 19-0373 where the Bureau of Street Services (StreetsLA) is directed to consider the utilization of multiple data sets in developing the pavement preservation program and to report on the long range planning of street work.

BACKGROUND

Los Angeles, a World Class City deserve a world class street network that is safe, mobile and sustainable. Streets are the most visible part of our city. Streets are also an asset that we need to take care of with \$16 billion in replacement value.

Under the Mayor and City Council leadership, we have done a good job in addressing basic services whether fixing potholes, preserving or paving streets. But we need to do more. You asked us to build on that by working with our sister departments and partners to deliver high quality, responsive and collaborative services across our communities equitably. Also, you asked us to utilize data-driven and integrated solutions in prioritizing our activities.

Over the last three year and Since FY 16-17, roadway condition related payouts increased by 214% and have contributed to \$112M dollars in payouts. This is a similar issue for much of our aging infrastructure across our state and the nation. The [2019 report card](#) for California infrastructure, as published by the American Society of Civil Engineers (ASCE), reports deficient roads are costing Californians \$61B annually. It is estimated that \$130B is needed over 10 years to bring the system into a state of good repair.

Since 2013, we have paved a record number of streets, enough miles to go around $\frac{2}{3}$ of the earth. The streets in good condition was increased to 61%. We increased our street paving and the pavement condition index to 71 for the first time in decades.

But more needs to be done not just in quantity but in more strategic and data-driven surgical focus to maximize results, achieve multiple benefits and reduce risk. We are doing that through integration, innovation and inclusion. We have a clear road map to transforming our streets to world class while making them safe, mobile and sustainable (Figure 1).

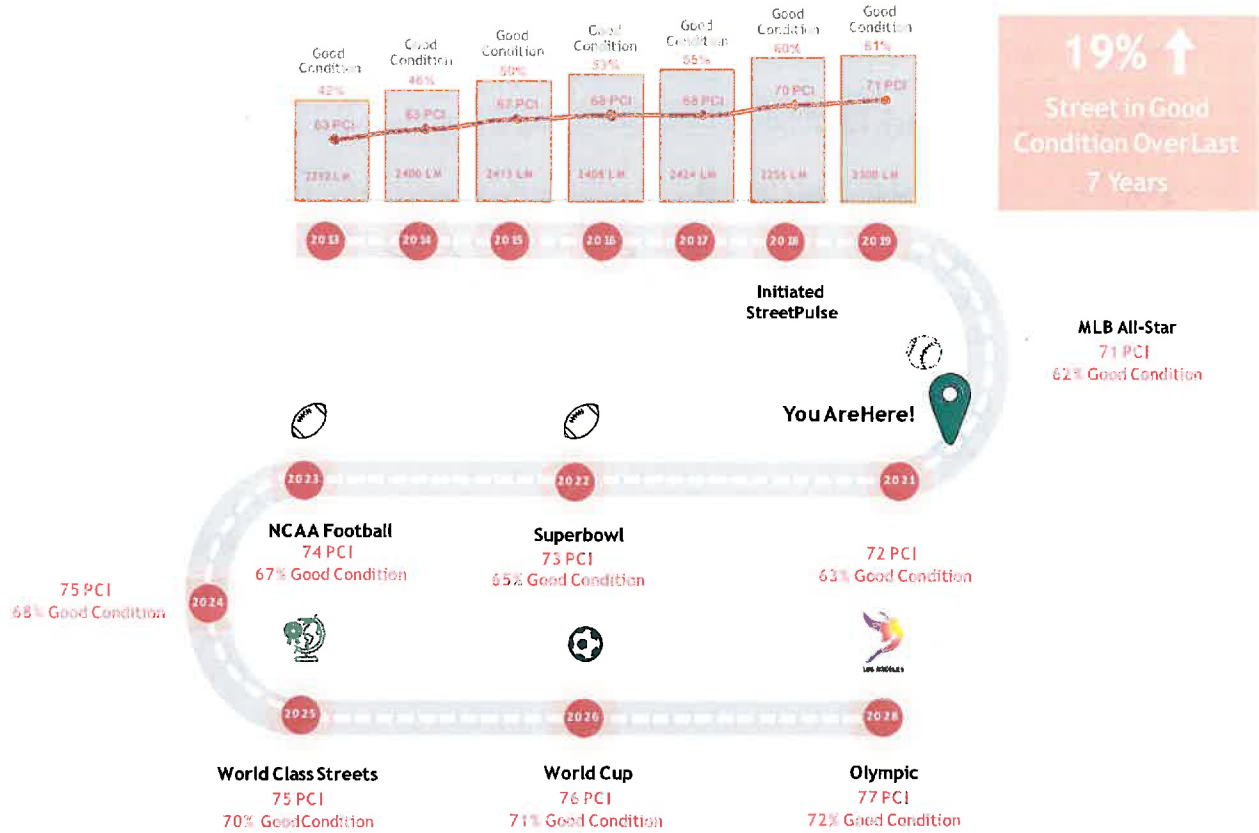


Figure 1 Road Map to World Class Streets

CONSIDERATION OF MULTIPLE DATASETS

To maximize the benefits and get the “most bang for our buck,” we are now planning and implementing our paving program in an holistic, integrated manner utilizing asset-based planning that is data-driven, metric-based, transparent and innovative.

We have partnered with the City Attorney’s Office and Information Technology Agency’s (ITA) Data team to mine the payouts and claims data and integrate them into our holistic planning effort for street renewal.

We have partnered with the Los Angeles Department of Transportation (LADOT) on assessing our bike lane network and incorporating their repair into our program. We have just completed the paving of the protected bike lanes on Main Street and are currently working on the bike lanes on Avalon Boulevard. As part of the FY 19-20 paving program, 113 lane miles of bike lanes are being paved.

We have performed the analyses of MyLA311 pothole service requests for FY16-17, FY17-18 and FY18-19, identified the top 10 locations in each Council District experiencing recurrent potholes, and the corresponding status of those locations, summarized below (please see details in Attachment A).

Top 10 MyLA311 pothole locations		
<u>STATUS</u>		
CD	Pending	Completed
1	5	5
2	5	5
3	6	4
4	5	5
5	7	3
6	6	4
7	4	6
8	8	2
9	8	2
10	9	1
11	5	5
12	3	7
13	6	4
14	8	2
15	8	2

The previous work plan cycle for the Annual Resurfacing Program (ARP) consisted of many phases of selection, as detailed below:

- **Street Selection Criteria** - The street selection criteria for the ARP includes: the Pavement Condition Index (PCI) determined by MicroPaver, the age of the street, top MyLA311 Resurfacing Requests, top LA311 Pothole Requests, top litigation payout locations, input from stakeholders, utilizing the Grid Selection Method, coordinating with LADOT to include elements of their programs, including the installation of bike lanes and coordinating with the Complete Streets Program.
- **Utility Clearances** - After the streets are selected, they are checked for holds information in the Public Way Reservation System (PWRS) and various Los Angeles Department of Water and Power (DWP) databases.
- **Preview of Streets** - After the streets are cleared of all utility-hold information, field investigations are performed by StreetsLA staff.
- **Compilation of the ARP** - After the field investigation is completed, StreetsLA staff compiles the ARP and allocates funding for the Council Districts using the Budget

Allocation Formula, which includes three factors: PCI, pavement area, and heavy vehicle traffic. Each project is assigned with a month in which it is to be completed.

- ARP Sent To Bureau of Engineering (BOE), City Agencies and StreetsLA Website - After the ARP is compiled, it is sent to the Bureau of Engineering (BOE) for geocoding into the Public Way Reservation System (PWRs). This process is a requirement of the Street Damage Restoration Fee (SDRF) Ordinance ([Ord No. 185818](#)), which states that any excavation in the street scheduled for resurfacing under the ARP within the one year prior to the scheduled resurfacing shall be exempt from the SDRF.

This whole new integrated and holistic approach is what we call Street Pulse. Failed streets, claims, top payout locations, and MyLA311 service requests are integrated into our pavement preservation program. We are building the asset management system and tools to automate the process as shown in Figure 2 below.

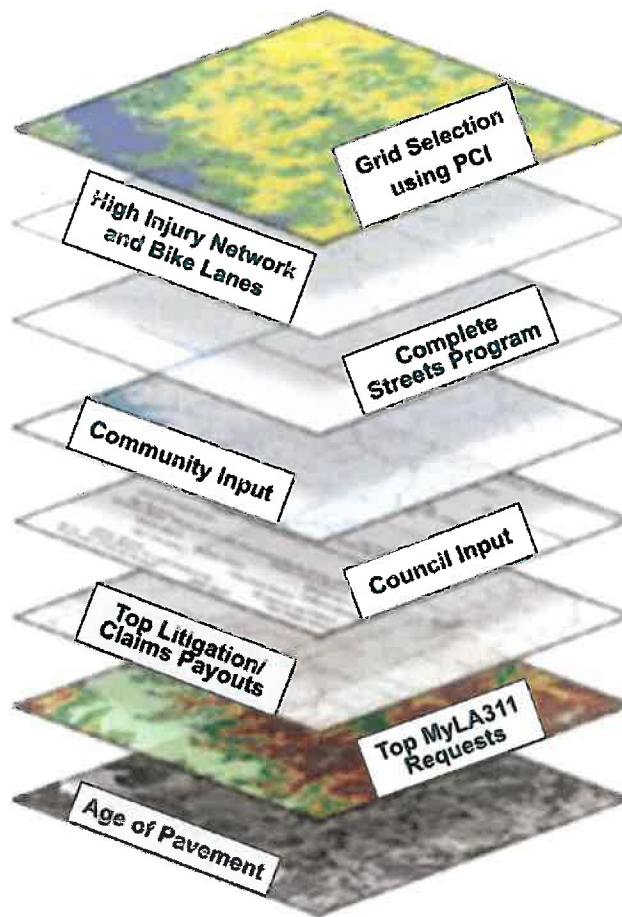


Figure 2 Proposed Street Selection Layers

One of the recently paved locations was Victory Boulevard near the San Diego Freeway (405). The City paid \$3M in a lawsuit on this failed street. The cost of addressing the street was about \$300,000. This equates to a ten-fold return on investment! There are 20 such locations scheduled for work within our FY 19-20 program, totaling more than \$35M in claims payouts. Of these 20 locations, 11 have already been completed. Below are some pictures of completed work that demonstrate the effectiveness of our planning and prioritization.

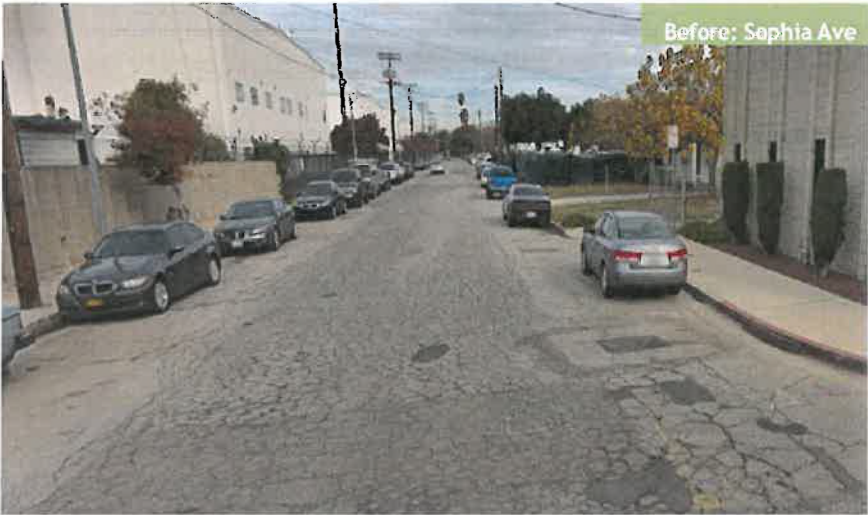


Figure 3 Before and After photos of Sophia Avenue in Council District 12

LONG RANGE PLANNING

To build collaboration and partnership, we have launched a Streets Working Group, meeting monthly with our partners to coordinate the street activities and future programs.

Utilizing the Street Pulse holistic planning approach and through coordination with sister agencies, we are moving forward on developing a five-year program on a rolling basis. The following is the anticipated publication date:

- FY 19-20 to FY 20-21 - Published on StreetsLA's Website and NavigateLA
- FY 21-22 to FY 23-24 - To be Published by June 30, 2020

The paving program by FY is now available in StreetLA's new [website](#).

A few months ago, we launched the StreetsLA Stakeholder Advisory Council where members of the communities from across the City will provide input and feedback to our programs

Recently, we hosted a global best practices summit where we had representatives from across the country and the world join us in discussing best practices and innovative solutions.

CONCLUSION

Through integration, innovation and collaboration, we are on the road to transforming our streets to world class that is safe, mobile and sustainable while enhancing the quality of life for all.