14-0600-S220

ADOPTED BUDGET RECOMMENDATION

REFER to the Public Works and Gang Reduction Committee and the Transportation Committee 2014-15 Budget Memo No. 148 regarding striping of City streets.

(Pursuant to adoption of the Mayor's 2014-15 Budget on May 21, 2014)

MAY 2 1 2014 REFERRED TO

PUBLIC WORKS AND GANG REDUCTION

TRANSPORTATION

FORM GEN. 160

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Memo No. 148

Date: May 7, 2014

To: Budget and Finance Committee

From: Miguel A. Santana, City Administrative Officer

Subject: **DEPARTMENT OF TRANSPORTATION – RATE OF RESTRIPING ACHIEVED WITH BUDGETED STAFFING**

Your Committee has requested the Department of Transportation report back on the amount of restriping DOT believes can be achieved with the budgeted staffing. Additionally, the Committee requested to know how does DSOT coordinate with the Bureau of Street Services and are there adequate resources needed to complete all striping requests? Attached is the Department's response to your inquiry.

MAS:BPS/IR:06140104

Question No.323
Attachment

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: May 5, 2014

To: Budget & Finance Committee
c/o City Clerk, Room 395, City Hall
Attention: Honorable Paul Krekorian, Chair

From: Jon Kirk Mukri, General Manager
Department of Transportation

Subject: **REPORT BACK – FY 2015 PROPOSED BUDGET – QUESTION NOS. 162, 323 and 331**

QUESTIONS

No. 162: Average days to restripe after street preservation. Where and when will this be completed? (Bluebook Pg. 564) This budget cycle or the next? Metric should include to restripe within 10 days after resurfacing.

No. 323: Report back on the rate of restriping DOT intends to be able to achieve with budgeted staffing. How does DOT coordinate with the Bureau of Street Services? Are there adequate resources needed to do all striping requests?

No. 331: Report back on full process between (slurry, reconstruction, resurfacing) before restriping. Where are the gaps that cause the delay? How can the different departments work together and take account the school schedules and other pedestrian schedule? What is the appropriate metric? Is it possible to slurry and work with other City Departments and schools to perform the work during periods of low utilization in order to mitigate the impact on pedestrians?

BACKGROUND

The Department of Transportation and its over 1300 professional public servants are committed to providing the citizens of Los Angeles exceptional transportation services required of a great city. Our employees understand and support the goals of this Administration while maintaining a citywide balanced budget.

While the Department has generated hundreds of millions of dollars in total revenues and increased service efficiencies, reinvestment in people, technology, and equipment has been deferred or eliminated. Department staffing has been reduced over 30

percent since 2007. Meanwhile, the Department and its staff have directly contributed over $1.5 billion since 2007 to the City's General Fund.

While contributing to the City's financial health, the Department urges that the City reinvests funds into the Department. Investment in such areas as the ATSAC relocation, staff development and retention, increased funding for supplies and equipment used field personnel, and increased overtime funding for special events and the Metro/Expo Authority Work Program are all areas that require additional investment if funds become available.

RESPONSE

The Los Angeles Department of Transportation (LADOT) performs two basic types of striping work: 1) Projects associated with the Public Works, Bureau of Street Services (BSS) reconstruction, resurfacing and slurry seals; and 2) LADOT traffic safety improvements and design enhancements that do not involve BSS.

Resurfacing and Slurry Projects

LADOT receives email notifications from BSS that identifies anticipated reconstruction, resurfacing and slurry seal work. The following chart summarizes the current process:

RESURFACING	SLURRY
1) LADOT receives 30-day advance notice of confirmed resurfacing work, followed by daily and weekly updates. LADOT and BSS communicate daily to coordinate work activities. Resurfacing occurs on both major arterials and local residential streets.	1) BSS currently provides notification of slurry projects a month in advance. Prior to December 2013, LADOT did not receive advance notifications. The department only received notifications 3 to 34 days after the street was paved with slurry.
2) LADOT engineers re-evaluate every major street scheduled for resurfacing to confirm that the existing geometric striping design is up-to-date per the California Manual of Uniform Traffic Control Devices (MUTCD), departmental standards, and current traffic volumes. A new design plan is prepared to comply with regulatory standards. Additionally, LADOT may need to redesign the striping configuration to include improvements identified in the City's Bicycle Plan or other directives from the Mayor and Council.	2) Slurry is typically applied along block segments on local and collector streets, which do not require engineering plans. Last fiscal year, there was a substantial increase in slurry applied on long segments of major arterial and secondary streets in conjunction with resurfacing projects. In such cases, engineering designs were required. Slurry on long segments of major arterials has been discontinued in the current fiscal year.

RESURFACING	SLURRY
Depending on the complexity of the design and whether or not an electronic base map exists, actual design time may range from a few days to weeks.	
3) Design plans are forwarded to LADOT's District Research and Support Division to prepare detailed work orders for field crews. This division also field checks local residential streets that do not require design plans and prepares work orders for field crews as appropriate. The work orders clarify the design specifications, stock numbers of materials, spatial and directional information, linear and height measurements, and special installation instructions.	3) LADOT's District Research and Support Division prepares detailed work orders, which are sent to field crews.
4) BSS paves the street with a new surface.	4) BSS paves the street with slurry.
5) LADOT field crew installs temporary surface markings on the street to delineate the exact location of traffic lanes, bike lanes, crosswalks, pavement markings, and road markings according to the design plan. Mark outs are typically completed within 24 hours. However, the department has only one crew to perform this function citywide and occasional delays occur when there are unusually high volumes of striping projects.	5) LADOT field crews install permanent lane lines, limit lines, crosswalks, pavement messages, and road markings on the street if a local or collector street. If a major arterial or secondary street, mark out is performed.
6) LADOT's mark out crew forwards work orders to striping crews and the appropriate area yard to complete permanent installations. The department has 2 striping crews: one yellow striping and one white striping. Crosswalks and pavement markings are performed by staff at 3 area yards: Central, Western and Valley. Each yard has only a single crew to perform pavement installations.	6) If a major arterial or secondary street, LADOT's mark out crew forwards work orders to striping crews and the appropriate area yard to complete permanent installations.

RESURFACING	SLURRY
7) LADOT signal crews replace traffic detector loops and connect loops to traffic control boxes as required. Resurfacing involves surface grinding that damages traffic loops.	

LADOT Striping Projects

LADOT is responsible for a broad variety of striping work that does not involve BSS. These activities are performed by the same engineering and field staff that support street resurfacing and slurry projects. Work activities include:

- Adding bicycle lanes and shared-lane markings ("sharrows") to existing street designs.
- Upgrading intersections with continental crosswalks.
- New crosswalks associated with the installation of traffic signals.
- Limit lines and pavement markings for new stop signs.
- Adding new left turn pockets or increasing the length of existing left turn pockets.
- Adding new striping for parking stalls and diagonal parking.
- Striping redesign to improve safety, efficiency and/or response to tort liability.
- Striping redesign related to projects for light rail, bus rapid transit and exclusive bus lanes.
- Special projects, such as streetscape enhancements.
- Maintenance and repair of existing striping and pavement markings.

Re-Striping Delays

LADOT views traffic safety as its core mission and continues to rank the re-striping of streets as our top priority among all striping projects. The department's goal is to re-stripe the street within 10 days after resurfacing or slurry seal is completed. Currently, the re-striping turnaround time for resurfacing projects ranges from 10 to 21 days. The re-striping turnaround for slurry projects has ranged from 4 to 120 days.

Key factors that have impacted turnaround times include:

- Increase in the total number of street resurfacing/slurry miles as reflected in budget documents, rising from 550 miles in Fiscal Year 2009-10 (150 resurfacing, 400 slurry) to 700 miles in Fiscal Year 2013-14 (245 resurfacing, 455 slurry).
- Fluctuations in the weekly quantities of slurry projects and inconsistent notifications, which have ranged from zero to 120 blocks per week with varying degrees of advance notice.
- Specialized striping trucks and equipment have frequent mechanical breakdowns and are sometimes out of service for several weeks.
- Staffing reductions among field personnel who performing striping functions.
- Expanded workloads from new bicycle and pedestrian safety initiatives, primarily the City's Bicycle Plan and expansion of continental crosswalks.
- Increase in paint and sign maintenance orders generated from the MyLADOT online service request system, which currently exceeds 4,600 requests citywide.

LADOT Staffing Levels

In the past 4 years, LADOT has experienced significant staffing losses. The number of full-time engineers and management analysts assigned to coordinate the pavement preservation program decreased from 5 employees to 2 engineers. Additionally, the Paint and Sign Division workforce is reduced approximately 33.9%:

	POSITION AUTHORITIES						
Job Classification	Fiscal Year 2009-10	Fiscal Year 2013-14	4-year Change	Current Vacancies	Filled Positions	Overall Staffing Losses	Overall Change
Traffic Marking and Sign Supt. III	1	1	0	0	1	0	0.0%
Traffic Marking and Sign Supt. II	4	3	-1	2	1	-3	-75.0%
Traffic Marking and Sign Supt. I	8	6	-2	1	5	-3	-37.5%
Sign Shop Supervisor	1	1	0	1	0	-1	-100.0%
Traffic Painter and Sign Poster III	14	12	-2	1	11	-3	-21.4%
Traffic Painter and Sign Poster II	28	19	-9	2	17	-11	-39.3%
Traffic Painter and Sign Poster I	33	30	-3	5	25	-8	-24.2%
Sign Painter	2	2	0	0	2	0	0.0%
Painter	1	1	0	0	1	0	0.0%
Maintenance Laborer	23	16	-7	3	13	-10	-43.5%
TOTALS	115	91	-24	15	76	-39	-33.9%

The massive decrease in staffing resources combined with repeated equipment failures has resulted in thousands of lost labor hours and measurable declines in productivity. The department has attempted to compensate for resource shortages by utilizing staff overtime and contractor support.

Budget Considerations

LADOT will ensure that re-striping is performed as necessary to support the pavement preservation program. However, timeliness is the critical measure of performance because of the extreme safety risks posed by unmarked streets. If the workload demands remain the same or expand in the upcoming fiscal year, additional labor and equipment resources will be needed to meet the operational goal of re-striping the street within 10 days after resurfacing or slurry seal is completed.

In addition to striping and pavement marking work, Paint and Sign staff maintain approximately 1,200 miles of painted curbs, 22,000 marked crosswalks, 900,000 permanent signs, and post more than 78,000 temporary parking restriction signs each year. The department has considered redeploying some of these crews to periodically help with striping and pavement markings, but based on existing workload demands the neglect of maintenance for any length of time would be detrimental to public safety, traffic management, and parking enforcement.

The department has submitted request to backfill vacancies through the Managed Hiring Process, but would also benefit from the budget approval of new position authorities to restore at least two 6-person striping crews and an additional $1 million of funding for materials and supplies. In the current fiscal year budget, the department received a funding appropriation for new striping equipment. The procurement is being coordinated through the General Services Department and initial deliveries are expected in the next few months.

School Schedules

LADOT will confer with BSS on the issue of performing slurry work around school schedules to minimize impact on pedestrians.

SUMMARY

The 1300 professional public servants employed at the Department of Transportation are committed to providing the citizens of Los Angeles exceptional transportation services required of a great city. Our employees understand and support the goals of this Administration while maintaining a citywide balanced budget. The Department of Transportation needs to provide for the necessary development of its staff and therefore resources are required in order to enable our staff to perform at the highest levels.

JKM:SH:sh

c: Miguel A. Santana, City Administrative Officer