

14-1569

MOTION PUBLIC WORKS & GANG REDUCTION

Utility companies, both private and public, are required to seek permits from the Department of Public Works to undertake street cuts for infrastructure maintenance and the installation of new services. The level of coordination and cooperation is, however, less than satisfactory. While such activity may be necessary, there is no doubt that each street cut accelerates the need for street repaving or reconstruction. Given that, the City needs to better coordinate street cut activity to reduce their number and to execute the most effective and long-lasting cut restorations.

The City of Chicago's Department of Transportation (CDOT) established a Project Coordination Office (PCO) to better foster cooperation among all affected departments, contractors and utilities involved in street cuts. With establishment of the PCO, graphic information systems are combined with low-tech coordination meetings to achieve desired results: fewer cuts and cost savings.

The PCO program is based on use of graphic information systems to provide managers with accurate and timely information as to who will be in public right-of-way, where the work is to be undertaken at what time and date, and identifies the type of work to be performed, coupled with regular in-person coordination meetings. In Chicago, both public and private utilities are required to enter their street cut work schedules into an "Office of Underground Coordination" database, geo-coded and displayed on city street grids through GIS technologies. Reports can be generated nightly and weekly meetings can be held to sort out conflicts, seek solutions and identify opportunities to combine work.

Reportedly, the PCO program saved Chicago \$10 million in 2012, its first year of operation. Other key benefits include: fewer street cuts with associated cost savings and increased efficiency; delivery of more technically complete repairs in shorter periods of time; and more effective coordination with other street based activities to better avoid conflicts.

Fewer street cuts, enhanced coordination and increased cost savings are goals we should be pursuing. While a new "office" may not be necessary, a project coordination system that borrows from the success in Chicago may assist Los Angeles in meeting its pavement preservation goals.

The Public Works Reservation System (PWRS) currently achieves significant parts of this coordination, but greater participation - and potentially, expanded investment in system improvements - may be necessary to realize comprehensive benefits commensurate with those reported in Chicago. Moreover, while ad hoc efforts at in-person coordination are currently happening and finding success, those efforts may merit centralization and greater institutional regularity.

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I THEREFORE MOVE that the Department of Public Works, with the assistance and cooperation of the Information Technology Agency and Los Angeles Department of Transportation, be instructed to coordinate on a regular basis with affected City departments, contractors and private utilities: the scheduling, permitting, monitoring, mapping and inspection of street cuts in the public right-of-way, and to develop and implement an enhanced Public Works Reservation System to enable City departments, the public, private utilities, contractors and others the ability to readily access information to better coordinate activities in the public right of way.

Co-PRESENTED BY:

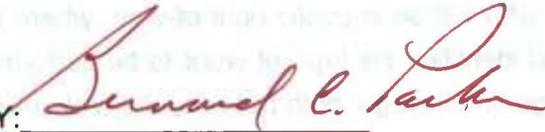


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