

14-1570

MOTION

Recent reports from the CAO/CLA and the City Controller address various technology aspects of the City's street repair and maintenance activities, including: the MicroPAVER street survey technologies managed by the Bureau of Street Services (BSS), and the Public Way Reservation System developed and operated by the Bureau of Engineering (BOE). Moreover, recent reports and motions from Council members have sought to broaden the dialogue and vision of what the City's street network can and should look like in the future - including the consideration of "cool pavement" and the incorporation of LID (Low Impact Development) standards and "green street" elements in future resurfacing and reconstruction efforts.

Since 1998, BSS has been using MicroPAVER as its pavement management software system to survey the condition of City Streets. MicroPAVER provides a systematic method of rating the structural and surface conditions of street pavements based on a Pavement Condition Index (PCI) from 100 to 0, with 100 being highest rating. The PCI index is converted to letters ranging from A to F. The entire City street system currently receives an overall rating of C or a 62 PCI. MicroPaver photographic and automated laser data is used by BSS to forecast the degradation of City streets and recommended network maintenance activities.

Public right-of-way coordination software is a tool used by cities to synchronize and communicate activities that impede the public right-of-way: including streets, sidewalks, and pedestrian plazas. Common activities tracked by such systems include street resurfacing, construction, utility repairs, special events and filming. This type of coordination software requires the inputting of all permitted work into a central database, with the objective to better coordinate, collaborate, and communicate street work activity. Of particular interest, is the prevention of street cuts on newly paved roads. The City's current system, the Public Way Reservation System (PWRS), is managed by the Bureau of Engineering.

Meanwhile, as of December 2012, the City has been subject to a National Pollution Discharge Elimination System (NPDES) Municipal Stormwater permit (MS4). This permit requires the City to comply with 22 stringent total maximum daily loads (TMDLs) of a host of toxics, trash and bacterias. Concurrently, the City, the region and state are in the midst of an historic drought. The Low Impact Development (LID) ordinance was established to help capture, clean and - in some cases - infiltrate rain water and urban run-off from new private developments. Public development and projects, however, are not subject, despite the fact that they provide substantial opportunity to address these crucial needs.

Finally, some estimates suggest that over 70% of the City's surfaces are non-permeable - meaning they are covered with hard surfaces and unable to allow for groundwater infiltration or run-off capture and clean-up. As importantly, it means that heat is captured in those surfaces and surrounding temperatures are increased. This is known as the urban heat island effect.



Research is now taking place around products and technology for what have been called "cool pavements". The theory is that these cool pavements may bring down the surrounding temperature by reflecting more of the heat *off* of the surface - and thus cooling it.

As the City continues to identify it's path moving forward on addressing the challenges of our street network, it is incumbent on us to explore and test the technologies that will maximize our efficiencies and efficacy, and help us address the sustainability imperatives of responsible water stewardship and climate adaptation.

I THEREFORE MOVE that the City Administrative Officer, with the assistance and cooperation of the Department of Public Works and the Information Technology Agency, be INSTRUCTED to review and report on the efficiency, efficacy and prospects for the following - as well as other alternatives:

- The MicroPAVER Program used by the Bureau Street Services to survey the condition of City Streets;
- The Public Works Reservation System managed by the Bureau of Engineering;
- The applicability of LID requirements and Green Street elements to all public right of way street resurfacing and reconstruction;
- The viability of "cool pavements" to be used on City of Los Angeles streets.
- The Bureau of Street Services Website and data-tracking systems
- Providing all City information relating to activities in the public right of way in an "open data" format, allowing for the development of 3rd-party mobile apps.

PRESENTED BY: 

JOE BUSCAINO

Councilmember, 15th District

SECONDED BY: 

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