

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: June 12, 2020

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

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **CODE THE CURB 180 DAY UPDATE**

SUMMARY

As directed by the City Council (Council) in Council File 15-1450-S2, this report provides a 180 day update on the Code the Curb Project.

RECOMMENDATION

RECEIVE and FILE this report.

BACKGROUND

On April 30, 2019, the Los Angeles Department of Transportation (LADOT) provided an initial overview of the Curb the Code project, which we are implementing through two concurrent efforts. The first part of the Code the Curb project will build and maintain a digital inventory of the City's physical curbside assets and regulations, and the second will develop a curb asset management (CAM) system, achieved through five phases:

1. Analyze existing workflows for eWork, LADOT's online work order tracking system
2. Design a curb management system that supports integrations
3. Build and deploy curb management, including management and maintenance of system software, as well as establish incident resolution and customer support
4. Administer ongoing curb management, including operations, maintenance, and upgrades of system software, as well as incident resolution and customer support
5. Audit inventory and evaluate performance, including assessment and updating of curb inventory accuracy and responding to incidents

This report highlights progress within Phase 1 since the last report on December 5, 2019 and discusses previously set benchmarks as well as possible next steps in the context of the current COVID-19 pandemic and ensuing recovery and reopening pursuits.

DISCUSSION

LADOT is nearing completion of Phase 1 of the Code the Curb project. Contractual services for this phase will conclude in July 2020. Deliverables of the Phase 1 contract scope include:

- An as-is assessment of existing LADOT curb asset management practices
- An asset management plan and a roadmap informed by the findings of the as-is assessment

The deliverables are a two volume document called *Code the Curb: Analysis of Asset Management* as follows:

- Volume I: Scoping Study
- Volume II: Asset Management Plan

The draft Volume I: Scoping Study document includes the as-is assessment delivered in February as indicated in the December 2019 report and finalized in April 2020. The report provides an overview of where the Department is in practice relative to its policy aspirations for managing the curb. Additionally, it highlights processes to address and consider when looking toward long-term curb asset management.

Asset management system vendors and potential pilot opportunities are included in the draft Volume II: Asset Management Plan under review to be finalized Summer 2020. LADOT staff are reviewing Volume 2 for alignment with project objectives, incorporating lessons learned during LADOT's recent COVID-19 outbreak response, and adapting to the new context of the City's post-pandemic recovery, which may require scope and schedule adjustments based on budget, labor, and other resource constraints.

Additional milestones identified in the December 2019 report included:

- Phase 2: Issue Task Order for the design of a Curb Asset Management System that offers a web-based user interface and supports Application Programming Interfaces [APIs] - (Task Order solicitation previously scheduled to be released in summer 2020).
- Phase 3: Deploy the Curb Asset Management System (CAMS), includes testing and validation - (CAMS deployment previously scheduled in summer/fall 2021).

Prior to the COVID-19 local emergency and global pandemic, LADOT was on track to announce and issue a Task Order Solicitation to secure contractual services to support delivery of Phase 2 in Summer 2020. LADOT requested \$2,000,000 in the FY 20-21 budget funding for contractual services to support Phase 2 work, which would involve designing a curb asset management platform capable of supporting various system integrations, building a digital inventory of the location and definition of physical assets used to manage curb space demands, and demonstrating early applications of digital active management of curb use to meet real-time demands.

Digital inventory activities would likely involve imaging and processing of posted signs displaying time limits for allowable curbside uses, parking meters, parking prohibitions, and colored curb designations, and other regulatory tools installed along the 7,500 miles of Los Angeles streets using some combination of efficient machine-vision technology and data analyst processing. Given the current financial outlook, LADOT will significantly decelerate its advancement of this effort, likely pursuing no-cost or low-cost activities or new funding to build a digital inventory of the City's curb assets and regulations. Examples

of these minor activities may include comparing the quality of data gathered by machine-vision technologies, in partnership with StreetsLA Advanced Planning, and focused demonstrations of digital curb management applications within a few street blocks.

At a minimum, LADOT will develop the next Task Order to meet near-term needs and conditions and set a flexible timeline for release. Phase 2 schedule adjustments affect the timeline for Phase 3, as it is dependent upon the completion of phase 2. In addition to present uncertainties, the draft Volume II: Asset Management Plan under review recommends a more thorough procurement process for Phase 3 that requires additional time to fully deploy and may not be ready for the initially anticipated Summer/Fall 2021 timeframe.

Role of Code the Curb in Post-COVID Emergency Recovery

Given anticipated negative revenue impacts and other unforeseeable effects of the pandemic, LADOT is evaluating this effort and all other operations and business lines with an aim to deliver services and practices essential to public health and safety, and elevate opportunities to advance an equitable economic recovery. Building and maintaining an active curb management platform supplied with up-to-date digital curb asset information would enhance the resilience and flexibility of the City's system of curbsides, streets, and other public rights of way and open up new revenue opportunities to price use of the curb such as pick up and drop off for TNCs, delivery vehicles, and other passenger services.

LADOT's digital curb asset inventory and curb management platform would facilitate timely and equitable reallocation of physical spaces to meet urgent community needs. These tools would allow LADOT and other City agencies to support local business and economic recovery by efficiently delivering strategies for reopening following the COVID-19 emergency. Specifically, this platform would reduce the time, effort, and materials needed to deliver new commercial loading zones for continued business operations, designating zones for curbside pick-up of food or retail purchases, dedicating road space to expand the footprint of outdoor dining and markets, or expanding pedestrian walkways to allow for queuing at bus stops or outside essential retailers.

Additionally, build-out of LADOT's digital asset inventory would create entry-level employment opportunities involving field investigations to close gaps in information, asset data quality assurance and management, and digital asset inventory design and development. Employee functions and skills needed to deliver the multi-year Code the Curb project and administer the resulting curb management platform align well with the education, training, and interests of Los Angeles youth, recent graduates and entry-level candidates. LADOT aims to attract, train, and retain the next generation of talent to administer and continue developing innovative solutions to improve access to and information on curbsides, streets, and mobility options.

Next Steps

LADOT is adjusting its approach to the Code the Code project based on current and near-term local emergency needs and acknowledges unforeseeable consequences of the COVID-19 pandemic which may require further refinement. Absent additional financial resources, LADOT staff can continue advanced planning activities, like ongoing research and small pilot demonstrations, while continuously seeking opportunities for new funding and partnerships. However, as LADOT develops options to advance this project, the initially presented plan and project milestones will shift. LADOT staff can

proceed with drafting the language and requirements for the next phase of Code the Curb as informed by the finalized Volume II: Asset Management Plan.

FISCAL IMPACT

There is no fiscal impact as this report is informational.