


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL CORRESPONDENCE**

Date: December 5, 2019

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. The Code the Curb project will be implemented through two concurrent efforts. The first is building an electronic inventory of the City's curbside assets, and the second is developing a curbside asset management system to be delivered through a set of five overlapping phases:

1. Existing eWork Workflows analysis
2. Asset Management System design (providing access via Application Programming Interfaces [APIs], web-based user interface)
3. Build and Deploy Asset Management (management and maintenance of system software, as well as incident resolution and customer support)
4. Ongoing Curb Management (management and maintenance of system software, as well as incident resolution and customer support)
5. Audit and Evaluation (assess accuracy of curb inventory and updates, responses to incidents)

This report highlights work done in the first phase (Analysis), initiated with the release of a task order on May 1, 2019, to conduct a scoping study to evaluate the current asset management systems and develop an asset management plan to guide future work. On July 12, 2019, the Notice to Proceed was awarded to the Cambridge Systematics and Nelson\Nygaard team (Consultant).

## DISCUSSION

### Status of eWork Workflow Analysis

The Consultant conducted an assessment of LADOT's existing curb asset management practices. This assessment included interviews of key department staff and a review of existing data, documentation, and tools. Below is a summary of the work to date broken down into the following areas: 1) Vision and Strategy, 2) Tools and Technology, and 3) Process and Workflow Analysis.

#### *Vision and Strategy*

Several documents guide the vision for curb asset management in Los Angeles. LADOT's Urban Mobility in a Digital Age strategy document, Strategic Implementation Plan, and Technology Action Plan outline high-level goals to guide future curb asset management tools and procedures. The tenets of LADOT's future curb asset management system include to:

- Build digital infrastructure that mirrors critical elements of the current hardscape, such as meters.
- Use digital infrastructure to actively manage the curb, enabling a more proactive and dynamic approach.
- Implement a robust, preventative, and predictive maintenance program to extend the longevity of our assets and prevent asset failure.
- Use risk analysis as a way of prioritizing our annual capital improvements.
- Create public facing curb data to improve customer experience.
- Coordinate with other agencies that work in the public right-of-way to improve cross-departmental workflows.

Prioritizing the Code the Curb initiative is emblematic of LADOT's understanding and support of comprehensive asset management across the department to support these goals and advance its culture, technical competence, and people.

#### *Tools and Technology*

Technology and tools are essential to help maintain asset information and streamline curb asset management processes. The current technology and tools available to LADOT cover a subset of curb-related assets that LADOT manages. These tools, including eWork, Merge, TEAMS, and several others focus on a handful of management activities, mainly facilitating the request and execution of work orders. These tools have improved operations over previous paper-based systems; however, challenges with data consistency, data latency, and system integration remain. As part of this scope, LADOT is also meeting with the Bureau of Street Services and Bureau of Engineering to ensure that any future tools and technology can integrate with other asset management systems and initiatives.

#### *Process and Workflows*

LADOT engineers, planners, and field crews collaborate to plan, install, operate, maintain, and replace signs, paint, parking meters, poles, and other physical assets. A variety of formal and informal processes guide these workflows. As we finalize the mapping of these workflows, the next step will be to

strengthen and formalize them. As part of this scope, LADOT has identified 12 workflows which we are mapping.

#### Next Steps

LADOT expects the ongoing assessment to be complete by February 2020. Part of the assessment will include identifying asset management system vendors and potential pilot opportunities. Additionally, the next phases of the initiative include the following:

- Phase 2 –Issue Task Order for the Design of Asset Management System to provide access via Application Programming Interfaces [APIs], web-based user interface. We will issue this Task Order by Summer 2020
- Phase 3 –Deploy Asset Management System (Including testing and validating). We plan to deploy the system by Summer/Fall 2021.

#### **FISCAL IMPACT**

There is no fiscal impact as this report is informational.

SJR/MP:mp