

TRANSPORTATION COMMITTEE REPORT relative to the Code the Curb Program.

Recommendation for Council action:

Receive and File the October 27, 2021 Los Angeles Department of Transportation (LADOT) report inasmuch as this report is for information only and no Council action is required.

Fiscal Impact Statement: Not applicable.

Community Impact Statement: None submitted.

Summary:

On November 2, 2021, your Committee considered an October 27, 2021 LADOT report relative to the Code the Curb Program. According to the LADOT, the Code the Curb Program aims to build and maintain a digital inventory of the City's physical curbside assets and regulations. In taking a digital inventory and maintaining LADOT's expansive system of physical assets, the program can enhance LADOT's ability to collect real-time curbside usage and activity data, manage curbside uses, dynamically change parking rates and policies, and implement mobility management strategies.

Code the Curb is a significant undertaking to inventory more than one million regulatory, guide, and warning signs, 34,000 parking meters, and curb paint along 7,500 centerline miles of streets in Los Angeles. Key components of the program include analyzing existing workflows for eWork (LADOT's online work order tracking system), designing a curb asset management system, and building and deploying advanced curb management procedures. When complete, the digital inventory will allow for Citywide dynamic parking pricing and regulations.

In June 2020, LADOT provided an update to the City Council (Council) on the Code the Curb Program. This included a Phase 1 progress report and a summary of potential next steps in the context of the COVID-19 pandemic. Phase 1 included an internal assessment of how LADOT currently manages its curbside assets, and a roadmap highlighting specific activities the Department can implement to achieve the objectives of Code the Curb. Council directed LADOT to pursue external partnerships and outside funding sources to advance the Code the Curb Program while the City faced economic uncertainties.

Phase 1 is now complete. Contractual services for this phase included the following deliverables:

- Volume I: Scoping Study - An as-is assessment of existing LADOT curb asset management practices.

- Volume II: Asset Management Plan- An asset management plan that serves as a blueprint to achieve the objectives of Code the Curb.

The Scoping Study (Volume I) documents LADOT's existing practices for curb asset management, establishes goals for curb asset management in the future, and describes the gaps between the LADOT's goals and present-day conditions. The Asset Management Plan (Volume II) identifies specific activities related to data governance, processes, and refreshed technologies that, if properly resourced, LADOT should pursue over the next five years to achieve its vision of a digital curb asset management system.

The LADOT has launched three pilot projects to advance the goals of Code the Curb within the context of the COVID-19 health and economic crisis, and a reduced workforce. These pilot projects, defined below, will demonstrate and test digital curb asset management solutions, build an open-source curb data visualization and management platform, and evaluate the effectiveness of new curb regulations.

- Curb Data Collection (nearing completion) - this pilot tested two curbside data collection methods to better understand the opportunities and challenges in collecting large sets of curbside asset data. The first method included walking streets with an open source tool called CurbWheel, which captures images and coordinates of transportation signs, such as stop signs and other regulatory or guidance signs. The second method involved driving a vehicle with a high-resolution camera to collect and identify curbside imagery with geospatial data on city streets. The methods collected images of curb assets and regulations in Hollywood, South Park, and Warner Center. Collecting data in different land use contexts helps LADOT understand the cost and accuracy of different methods. Once completed, the pilot will offer insights on the potential return on investment on each data production method and will inform future decisions related to scaling solutions.
- Multimodal Curb Monitoring (underway) - this pilot installed cameras to measure and analyze curbside activities in Downtown Los Angeles, Koreatown, and Encino-communities where demands for curb space tend to outpace availability. The pilot follows best practice data protection and privacy protocols and will enable LADOT to access real-time curb data, understand multimodal curb demands, evaluate curb technology capabilities by curb user type, and help design a digital curb management system that is interoperable with the mobility data specification (MDS). MDS, a set of Application Programming Interfaces (APIs) provides a standardized way for agencies to receive, ingest, compare, and evaluate data from mobility service providers. The pilot project will use automated video analytics to better understand how people use the curb, which can inform improved parking policies.
- Zero Emission Delivery Zones (underway) – in October and November 2021, LADOT will install five new curbside commercial loading zones for the exclusive use of zero emission delivery vehicles (including electric trucks and electric cargo

bikes). This first phase of the pilot (approved per Council File No. 21-0147) will collect and evaluate usage data for at least one year to determine if the new zone can serve as a potential strategy in LADOT's curbside management toolbox and one that, if effective, can be scaled up and installed in more neighborhoods. During the demonstration, LADOT will work with parcel delivery companies to incorporate a set of application programming interfaces (APIs) focused on curbside management, which will improve communication of curbside rules and regulations between the LADOT and users of the public right-of-way.

After consideration and having provided an opportunity for public comment, the Committee moved to receive and file the October 27, 2021 LADOT report. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

Handwritten signature of Aldo Bonin in black ink.

**COUNCILMEMBER VOTE**

BONIN: YES  
KORETZ: YES  
BUSCAINO: YES

ARL  
11/2/21

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**