


CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: September 26, 2017

To: The Honorable Council Member Paul Krekorian, Chair
Budget and Finance Committee

The Honorable Council Member Bob Blumenfield, Chair
Public Works and Gang Reduction Committee

From: Gary Lee Moore, City Engineer 
Bureau of Engineering
Electronically signed by 21866 on 09/26/2017 at 4:10:52 PM

Subject: **SIDEWALK REPAIR PROGRAM
PRIORITIZATION AND SCORING SYSTEM
COUNCIL FILE 14-0163-S3**

RECOMMENDATIONS:

As part of the City's Sidewalk Repair Program:

1. APPROVE the establishment of the Access Request Program Prioritization and Scoring System as detailed in Table 1, Access Request Program Prioritization Matrix.
2. APPROVE the establishment of the City Facilities and Program Access Improvements Prioritization and Scoring System as detailed in Table 2, City Facilities and Program Access Improvements Prioritization Matrix and Table 3, Damage Severity Matrix.
3. AUTHORIZE the City Engineer to make technical modifications to the Sidewalk Repair Program Prioritization and Scoring Systems as necessary to meet the requirements of the program.

BACKGROUND:

This report is in response to Council's request for the Bureau of Engineering (BOE) to report back on Item No. 15 in Council File 14-0163-S3 as outlined below:

Instruct the Bureau of Engineering (BOE) to develop a prioritization and scoring system that assigns a numerical score to each sidewalk segment, based on the following:

- The Priority List criteria, as indicated in the Willits Term Sheet
- Severity of damage
- Cost effectiveness and contiguity of a damaged section
- Concerns and consistency with the priorities of the Vision Zero Plan, with special emphasis on the High Injury Network
- A mobility disability nexus by nearby residents or other users of the sidewalk

- The propensity of complaints about the segment in question
- Volume of pedestrian traffic

The BOE has worked with the offices of the Mayor, Council District 2, Council District 15, Council District 3, City Attorney, Chief Legislative Analyst, City Administrative Officer, Department on Disability, Bureau of Street Services, and the Department of Transportation to develop the following recommendations for prioritizing Sidewalk Repair Program work based on the Sidewalk Settlement Agreement (Settlement Agreement) and Council direction. Accordingly, the Sidewalk Repair Program has been organized into three main programs:

- I. Access Request Program – allows those with a mobility disability or on behalf of someone with a mobility disability to report a physical barrier such as broken sidewalks, missing/broken curb ramps or other barriers in the public right of way.
- II. City Facilities Program – allows for the repair of sidewalks, curb ramps, or other pedestrian facilities at City government offices and facilities. This includes pedestrian rights of way adjacent to facilities owned or operated by the City and the paths of travel leading to primary entrances.
- III. Program Access Improvements - allows the general public and others to report a sidewalk, curb ramps, or other pedestrian facilities in need of repair in the public right of way.

For each of the above programs, a scoring system has been developed assigning a numerical score to each criteria section. Each program's scoring criteria are further described below.

I. Access Request Program

The Access Request Program allows those with a mobility disability to submit a request for removal of a physical barrier such as broken sidewalks, missing/broken curb ramps or other barriers in the public right of way. Similarly, a request may be submitted on behalf of someone with a mobility disability. The following scoring criteria is recommended for this program:

Table 1 –Access Request Program Prioritization Matrix

Access Request Program Prioritization Matrix				Possible Points
a	Priority Per Settlement	Access Request Program	<i>Residential neighborhood</i>	15
			<i>Within 500 feet of bus or transit stop</i>	15
	Priority Per Settlement	Program Queue	<i>Over 120 days</i>	15
Highest Possible Points				45

a. Priority Per Settlement:

- Access Request Program - Consistent with the Sidewalk Settlement Agreement, it is recommended that Access Requests be completed in the order received with priority assigned to:
 - Residential neighborhoods: 15 points
 - Locations within 500 feet of bus stops or other forms of public transit: 15 points
- Program Queue – It is recommended that sites with requests dated more than 120 days be prioritized using the following score assignment:
 - Requests dated over 120 days: 15 points

II. City Facilities Program

The City Facilities Program allows for the repair of sidewalks, curb ramps, or other pedestrian facilities at City government offices and facilities. This includes pedestrian rights of way adjacent to facilities owned or operated by the City and the paths of travel leading to primary entrances. Consistent with the Sidewalk Settlement Agreement, City Government Offices and Facilities are required to be completed within the first five years of the Compliance Period, if feasible. Due to the overall number of City facilities, it is recommended to implement a two tiered prioritization system. The first Tier will be scored based on criteria that can be efficiently evaluated with available data, such as a site's proximity to transportation corridors, and/or hospitals, etc. The highest scoring sites from Tier 1 will then be assessed for criteria that requires field investigation, such as damage severity and cost effectiveness. This would allow BOE to focus limited staff resources on assessing priority sites. The

results of field assessment will be considered for Tier 2 scoring, which would then determine the order in which sites will be considered for construction. The following scoring criteria is recommended:

Table 2 – City Facilities and Program Access Improvements Prioritization Matrix

City Facilities & Program Access Improvements Prioritization Matrix				Possible Points
Tier 1 - Available Data Based Criteria				
a	Priority Per Settlement	Location Based	Transportation corridors	70
		Type of Use	Hospitals, medical facilities, assisted living facilities and other similar facilities	50
			Places of public accommodation such as commercial and business zones	40
			Facilities containing employers	30
			Residential	0
b	High Injury Network		Within 500 feet of HIN	15
			More than 500 feet of HIN	0
c	Incident Reports		5 or more reported incidents	10
			1 to 4 reported incidents	5
			0 reported incidents	0
Tier 1 Highest Possible Points				145
Tier 2 - Field Assessment Criteria				
d	Damage Severity (Refer to Table 3)		Severity Index 5 (Very Severe)	40
			Severity Index 4 (Severe)	30
			Severity Index 3 (Moderate)	20
			Severity Index 2 (Minor)	10
			Severity Index 1 (Very Minor)	0
e	Cost Effectiveness		Cost is less than \$30 per square foot	10
			Cost within \$30 to \$80 per square foot	5
			Cost is more than \$80 per square foot	0
Tier 2 Highest Possible Points				50

Tier 1 – Available Data Based Criteria

Tier 1 scoring will be conducted for all sites using available data as follows.

a. Priority Per Settlement:

- **Location Based** - The Department of Transportation recommends transportation corridors be defined as Major Highways (Boulevards I and II) and Secondary Highways (Avenues I, II and III) as listed by the City of Los Angeles Mobility Plan 2035, Citywide General Plan Circulation System Maps: 70 points

- Type of Use – The location with the highest points will govern:
 - Hospitals, medical facilities, assisted living facilities, and other similar facilities: 50 points
 - Places of public accommodation such as commercial and business zones: 40 points
 - Facilities containing employers: 30 points
 - Other areas such as residential neighborhoods: 0 points. Residential neighborhoods covered under this criterion are those not covered by the Access Request Program.

b. High Injury Network:

Vision Zero is a road safety policy that includes engineering improvements intended to improve safety for all street users. The Department of Transportation (DOT) has developed a High Injury Network (HIN) map in which a network of streets has been identified where strategic investments would have the biggest impact in improving road safety.

- In accordance with Council direction to consider HIN in prioritization, the following prioritization point scoring system is recommended:
 - Located within 500 feet of HIN: 15 points
 - Located more than 500 feet of HIN: 0 points

c. Incident Reports:

The number of incidents reported at a specific location will be considered. This will include claims received from the City Attorney's office within the last five years, as well as service requests registered and tracked through MyLA 311 or the Sidewalk Repair Program website at <http://sidewalks.lacity.org>.

- The following prioritization point scoring system is recommended for Incident Reports:
 - Five or more reported incidents: 10 points
 - One to four reported incidents: 5 points
 - Zero reported incidents: 0 points

Tier 2 – Field Assessment Criteria

Tier 2 scoring will be conducted after sites screened from Tier 1 have been field assessed. Tier 2 scoring will be used to determine the order in which sites will be considered for construction.

d. Damage Severity:

Sidewalk damage can vary significantly throughout the City of Los Angeles, as such the damage will be evaluated based on three conditions listed below. Each condition will be scored by 5 categories ranging from very severe to very minor as describe in Table 3 - Damage Severity Matrix

- Vertical Displacement (uplift)
- Sidewalk Cross-slope
- Horizontal Displacement (cracks and crumbling)

If more than one of the above conditions applies to a location, the condition with the highest points will govern.

Table 3 –Damage Severity Matrix (See Attachment for examples)

Damage Severity Matrix				
Severity Index	Vertical Displacement (Uplift)	Sidewalk Cross-slope	Horizontal Displacement (Cracking / Crumbling)	Possible Points
5 Very Severe	≥ 12"	≥ 20%	≥ 6" gap	40
4 Severe	< 12" to ≥ 6"	< 20% to ≥ 10%	< 6" to ≥ 3" gap	30
			≥ 50% cracking, chipping, flaking, or crumbling	
3 Moderate	< 6" to ≥ 1"	< 10% to ≥ 5%	< 3" to ≥ 1" gap	20
			< 50% to ≥ 25% cracking, chipping, flaking, or crumbling	
2 Minor	< 1" to ≥ 1/4"	< 5% to > 2%	< 1" to ≥ 1/4" gap	10
			< 25% cracking, chipping, flaking, or crumbling	
1 Very Minor	< 1/4"	≤ 2%	< 1/4" gap	0

e. Cost Effectiveness:

To incorporate cost effectiveness as part of the prioritization and scoring system, staff utilized available construction data to determine the following criteria.

- The following priority scores are recommended for the cost effectiveness:
 - Project costs less than \$30 per SF: 10 points
 - Project costs within \$30 - \$80 per SF: 5 points
 - Project costs more than \$80 per SF: 0 points

III. Program Access Improvements

Program Access Improvements will include sites reported by the general public as needing repair, as well as other pedestrian facilities to be repaired by the City. Program Access Improvements will use the same prioritization system as the City Facilities program described above in Part II, "City Facilities Program", and Table 2 – City Facilities and Program Access Improvements Prioritization Matrix.

Mobility Disability Nexus:

It was requested that mobility disability nexus by nearby residents or other users of the sidewalk be considered in the prioritization system. Requests made by persons acting on behalf of someone with a mobility disability can be submitted through the Access Request Program, which is addressed in Part I above, "Access Request Program."

Volume of Pedestrian Traffic:

It was requested that the volume of pedestrian traffic be considered in the prioritization system. This request has been included in Table 2 – City Facilities and Program Access Improvements Prioritization Matrix, Section a, "Priority Per Settlement", by evaluating location and type of use of the site.

Implementation:

It is estimated that full implementation of this proposed Sidewalk Repair Program Prioritization and Scoring System will begin 90 days after Council approval. After two years of implementation, the Bureau of Engineering will report back to Council on status of the Prioritization and Scoring system.

The City Engineer has the discretion to make technical modifications as necessary to meet the requirements of the program.

Exemptions:

The following will not be included as part of the Sidewalk Repair Program. Per the Settlement Agreement, the City of Los Angeles is exempt from the following if:

- There exist barriers to remediation controlled by third parties such as the United States Post Office and The Gas Company.
- Improvements are required to be performed by a third party pursuant to a lawfully-issued permit or other agreement, in which case the City will issue a Notice of Non-Compliance.
- The location is not within the City boundaries or is owned by a third-party government entity such as County of Los Angeles, State of California, or a neighboring municipality.
- There exists a technical infeasibility to installing or performing a Program Access Improvement at the particular location because of topography or some other factor, including if remediation would be “technically infeasible” as defined by Standard 106.5 of the 2010 ADA Standards for Accessible Design.

If you have any questions, please contact Deputy City Engineer Julie Sauter, at (213) 847-2230.

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Q:\GLM\City Engineer\GLM Signed Documents\2017 Documents\20170926- Final - SRP Prioritization Report.pdf

Attachment – Damage Severity Index Examples

cc: Ted Bardacke, Mayor's Office
Jennifer McDowell, Mayor's Office
Matthew Hale, Council District 2
John Popoch, Council District 3
Dennis Gleason, Council District 15
David Hirano, Office of the City Administrative Officer
Paul Smith, Office of the Chief Legislative Analyst
Ted Allen, Bureau of Engineering

Attachment – Damage Severity Index Examples

Damage Condition					
	Severity Index 5 – Very Severe 40 Points	Severity Index 4 – Severe 30 Points	Severity Index 3 – Moderate 20 Points	Severity Index 2 – Minor 10 Points	Severity Index 1 – Very Minor 0 Points
Vertical Displacement (Uplift)	uplift ≥ 12"	12" > uplift ≥ 6"	6" > uplift ≥ 1"	1" > uplift > 1/4"	uplift ≤ 1/4"
Sidewalk Cross-slope	cross-slope ≥ 20%	20% > cross-slope ≥ 10%	10% > cross-slope ≥ 5%	5% > cross-slope > 2%	cross-slope ≤ 2%
Horizontal Displacement (Cracking / Crumbling)	gap ≥ 6"	6" > gap ≥ 3"	3" > gap ≥ 1"	1" > gap > 1/4"	gap ≤ 1/4"
		cracking, chipping, flaking, or crumbling ≥ 50%	50% > cracking, chipping, flaking, or crumbling ≥ 25%	cracking, chipping, flaking, or crumbling < 25%	