Bus Shelters

- There are currently 1,870 bus shelters installed at Metro bus stops Citywide. This covers less than ¼ of all bus stops.
- JC Decaux currently has an exclusive, 20-year contract with the City to design, build, and maintain street furniture (including bus shelters) set to expire in 2021. It is currently being re-negotiated between the City and JC Decaux.
- A 2012 City Controller audit highlighted that JCDecaux had only installed 710 total bus shelters (657 new / 53 replacement) compared to the projected delivery of 2,185 bus shelters (1,285 new / 900 replacement), a fraction of the projected number of bus shelters in its first 10 years. (Controller audit link)
- The audit pointed to the arduous, 16-step approval process as a primary contributor for why JCDecaux was unable to install the projected number of bus shelters.
- It is no longer financially feasible for JC Decaux to design, build, and install these shelters, as the return on investment is less than originally projected.
- The current negotiations are considering revisions to the existing 20-year contract, including the proposed changes:
  - Allow a blanket approval for the Bureau of Street Services to install new bus shelters at over 600 bus stop locations
  - Adjust existing fees and extend the contract length an additional 10 years to expire in 2031
- Investing in Place will provide updates when we hear of any public discussion updates.

#LASidewalks + Urban Tree Canopy

- The City of LA has approximately 11,000 miles of sidewalks and estimates put those in need of repair at about 4,600 miles.
- Current Sidewalk Repair Program status:
  - Repaired 625,500 SF of sidewalk
  - Equivalent to approximately 24 miles
  - Constructed 671 curb ramps
  - Completed 115 Rebate Sites
  - Piloted Alternative Materials at 15 sites

- Sidewalk Repair Program contact: Amber Elton amber.elton@lacity.org, Bureau of Engineering
- Please note that the Draft EIR for the Sidewalk Repair Program is scheduled to be released in October 2018 with a 60-day comment period.

Potential merger: Bureau of Street Services (BSS) and Department of Transportation (DOT)
Eleven separate City agencies are responsible for construction and maintenance in the City of LA public right-of-way.

Investing in Place blogs on interdepartmental coordination: Dec 2017, Feb 2018

In May 2018, Councilmembers Nury Martinez and Joe Buscaino submitted a Council motion to merge BSS and DOT. (Council file link)

Currently, BSS is one of five Public Works bureaus. These five bureaus all report to the Mayor-appointed Board of Public Works Commission. DOT is its own department, led by a General Manager who reports to the Mayor.

BSS is generally the “maintenance” bureau. Some of their responsibilities include street lane striping, including bike lanes; repair sidewalks and curb ramps; and street sweeping.

DOT is more of a transportation “operator”, including DASH transit, traffic signals and crosswalks, and parking enforcement. DOT is also the unofficial transportation “visionary,” managing newer programs like Vision Zero, People St and Play Streets.

The merger at its best might lead to better coordinated services and/or might also yield more efficient use of public funds, freeing up dollars for additional services.
Investing in Place is excited about the potential for a citywide Capital Improvement Plan (CIP). A citywide Capital Improvement Plan, or “CIP”, would allow the City to produce better public infrastructure, be more competitive to leverage other funds, and better anticipate community education and engagement needs.