



Date: November 30, 2006

To: Transportation and Infrastructure Committee:
Councilmember Patrick O'Donnell, Chair
Councilwoman Suja Lowenthal., Member
Councilwoman Gerrie Schipske, Member

From: Christine F. Andersen, *CF* Director of Public Works

Subject: Pothole Report Update

At the September 28, 2006 Transportation and Infrastructure Committee meeting, staff from the Public Works department made a presentation describing how potholes are currently repaired by the City, and the staff resources and equipment that are available to perform this work. In addition staff discussed the current backlog of potholes. Staff was asked to evaluate how other agencies are performing this work and to also determine what efforts could be made to alleviate the pothole problems in the City.

Staff polled several California cities regarding pothole repair methods, staffing and equipment. The results of that survey are attached. Based on a comparison of the information gathered from other cities with the City of Long Beach indications are that, for its size and general pavement condition, Long Beach is under resourced and should be deploying up to two additional pothole crews to achieve a more appropriate level of service.

To help address this issue an additional pothole repair truck has been ordered. This vehicle will be an alternatively fueled vehicle (LNG) and will take nine months to be delivered (anticipated to be June 2007). During the budget preparation for FY08 an additional five new positions will be requested to permanently staff this vehicle. In the interim, staff has received approval to hire five non-career maintenance assistants that should be available to begin work within 90 days. This will help support the availability of full crews to focus on street maintenance and will support staffing of the new pothole truck when it is available in June 2007.

Staff has also begun utilizing existing crews on an overtime basis to try to reduce the backlog of potholes. Over the past two months crews have worked 6 full days of overtime, which resulted in the repair of slightly over 550 potholes as well as some other minor street repairs.

In September the pothole backlog was estimated at just over 5000 potholes. Staff estimates that the current backlog is approximately 3500. It should be noted that continued progress on reducing this backlog will be weather dependent, and as the winter rains arrive, it is expected that this figure will rise again.

Attachment: Pothole Repair Resource Survey

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Pothole Repair Resource Survey

City	Area in Square Miles	No. full time pothole crews	Average pavement condition
Long Beach	50	2 (Long Beach equivalent)	Fair to Poor
Pomona	22.8	2 (4.4 per 50 square miles)	Good
Santa Monica	8.3	1 (6.0 per 50 square miles)	Good
Anaheim	48.9	1 (1.0 per 50 square miles)	Very Good to Good
Oakland	56.1	3 (2.7 per 50 square miles)	Fair to Poor
Torrance	20.5	4 (9.7 per 50 square miles)	Good
Los Angeles	466	24 (2.6 per 50 square miles)	Fair to Poor

All of the cities polled had pothole crew sizes of three to four maintenance workers which is similar to Long Beach. In addition they were using equipment and pothole repair methods similar to what Long Beach currently does. Response times varied from as little as 24 hours for the better staffed cities to 30 plus days for Oakland which is a city similar in size and pavement condition as Long Beach. Los Angeles claims a response time of 24 to 48 hours, but Long Beach staff living in the Los Angeles area have indicated that response times are typically several weeks if not longer.