VISION: To be a world-class organization committed to provide the most innovative street services while being instrumental in the development of a green and prosperous City of Los Angeles.

MISSION: The Bureau of Street Services is committed to providing quality street services in a timely and efficient manner.
Introduction

The Bureau was, for many citizens, known as the Bureau of Street Maintenance, but the Bureau has always provided services beyond simply maintaining the streets. From the early days of street cleaning with horse drawn wagons to the modern-day technology of Falling Weight Deflectometers and Nuclear Density Gauges (which provide pavement management and construction practices) the Bureau continues its strategy of employing the latest technology to improve quality and efficiency as well as customer service.

In addition to resurfacing streets, we reconstruct and clean them, maintain the Urban Forest, which consists of over 680,000 street trees and 295 acres of landscaped median islands; enforce the Annual Weed Abatement Ordinance, clearing weed growth, and remove illegally deposited debris; and enforce provisions of the Los Angeles Municipal Code by providing code enforcement through the Street Use Inspection Division for use of the public right of way for activities such as the placement of portable toilets, sign removal, newsracks, housemoving, transit shelters, and banners.

Our wide range of services has provided assistance in many emergency situations. We were there when the dam broke in San Francisquito in 1928, in 1963 in the aftermath of the Baldwin Hills Reservoir Disaster, during the rainstorms of 1978 when the Verdugo Hills Cemetery was flooded. More recently during the Civil Disturbance in 1992 and the Northridge Earthquake in 1994. So in keeping with the variety of services that we provide, we are proud to be renamed the Bureau of Street Services and to share our history from 1850 to today.
Directors of the Bureau of Street Services

- Herman P. Cortelyon, 1941-1947
- Louie Miller, 1947-1955
Lawrence C. Jones
1968-1976

Edward D. Longley
1976-1987

Patrick D. Howard
1987 - 1997
Directors
- Nazario Sauceda 2011 – Present
- William A. Robertson 2003 – 2011
- William E. White 2001-2002
- Gregory L. Scott 1997-2001
- Patrick D. Howard 1987-1997
- Edward D. Longley 1976-1987
- Lawrence C. Jones 1968-1976
- Louie Miller 1947-1955
- Herman P. Cortelyon 1941-1947
- M.M. Meyer 1927-1939

Assistant Directors
- Nazario Sauceda 2003-2011
- Ron Olive 2005-Present
- Thomas W. Thomas 2003-2005
- Victor M. Osugi 2001-2003
- William A. Robertson 2000-2003
- William E. White 1993-2001
- Donavan D. Hanson 1988-1993
- Patrick D. Howard 1986-1987
- David A. Reed 1980-1993
- Delwin A. Biagi 1977-1981

Assistant Directors
- Sylvia Cunliffe 1976-1979
- Lee Wilcox 1974-1978
- F.W. Gross 1968-1972
- L.C. Jones 1955-1968
- Ben R. Paris 1947-1955
Board of Public Works

- March 20, 1872 - The Board of Public Works was created consisting of five members appointed by the council.
- April 15, 1872 – Jasper Babcock was appointed by the Board, as the Superintendent of Streets and Highways at a salary of $50 per month.
- February 20, 1873 – The offices of the Street Superintendent was made appointive, under the direction of the Board of Public Works.
Historic Timeline

- The City of Los Angeles was incorporated on April 4, 1850. From 1850 to 1878, the population increased from 1,150 to approximately 10,000.

- There were no graded streets, every citizen was his own sweeper. On Saturdays, residents swept and cleaned up the street in front of their property.

- April 15, 1872 - The position of superintendent of streets and highways was created and Jasper Babcock was appointed at a salary of $50 a month.

- 1910 – The Bureau of Street Maintenance and Inspection was created.

- 1911 – In order to cover more miles of street at a lower cost, streets were covered with gravel collected from the cellars of businesses and residences.
April, 1915 – Asphalt Plant I was completed. It was originally located at 2445 McPherson Street.

May, 1925 – Asphalt Plant II in the San Fernando Valley was completed.

April 1, 1928 – Lot Cleaning Division was created.

January 24, 1941 – The activities of street maintenance were transferred to a new Bureau of Maintenance and Sanitation.

September 3, 1947 – Asphalt Plant I (McPherson Street) was replaced and relocated to 2484 E. Olympic Blvd.

December 12, 1947 – The Board of Public Works abolished the Bureau of Maintenance and Sanitation and established the Bureau of Street Maintenance which consisted of Street Maintenance and Lot Cleaning Divisions.
➢ April 16, 1952 – Investigation & Enforcement Division was transferred from the Bureau of Inspection to the Bureau of Street Maintenance.

➢ 1955 – Urban Forestry Division becomes a part of the Bureau of Street Maintenance.

➢ 1973 – The full scale implementation of the slurry seal method of the resurfacing program. Slurry seal is a maintenance process used to prolong the life of a streets’ wearing surface.

➢ September 21, 1977 – The Granada Hills District yard was dedicated. This was the first major yard constructed for the Bureau in 7 years. The yard housed street repair, tree trimming, lot cleaning crews and their equipment as well as a debris transfer station.

➢ February 29, 1984 – The first Call Management Sequencer was installed in the Bureau’s Service Request Section. This system consisted of a automatic call sequencer and a printer.
- June 7, 1985 – The Pavement Management System is implemented. This computerized system lists the condition of all roadways in the City and is an aide in determining the roadways to be considered in the Annual Resurfacing Program.

- 1989 - Asphalt Plant 1 and 2 are retrofitted to recycle reclaimed asphalt pavement.

- 1991 - The first Urban Forestry Inventory System was implemented in the Bureau’s Street Tree and Parkway Maintenance Division, which manages an estimated 680,000 street trees.

- February, 1998 – The City Council passes an ordinance for the Street Damage Restoration Fee. This fee was implemented to recover the cost of damage by utility companies, developers and other entities cutting into City streets to access/install underground facilities.

- June, 1998 - The Bureau of Street Maintenance assumes the responsibilities of the Capital Improvement Program.

Asphalt Plants

Plant 1
2445 McPherson St.
(1920)

Plant 2
12251 Sherman Way
(1957)

Plant 1
2484 E. Olympic Blvd.
(1959)
Early Field Equipment and Activities

Horse drawn flushers used for early street cleaning (1907).
Flusher and shoe shops located at Aliso and Lyon Streets, 1912.
Flusher used in paved street cleaning (1929).

Street sweeper (1929).
Spikes on roller breaking up old macadam pavement prior to repaving (1931).

Electric pavement breaker powered by a portable generator, designed and built by City Forces (1964).
Spray cleaning the Sepulveda Tunnel (1959).

Pavement Core Breaker, (1931).
Power driven broom for hand sweeping (1938).

Truckster tricycle used for hand sweeping (1959).
Tree spraying rig (1959).

Root trimming (1972).
Sample - Civil Service Exam for Street Sweeping Inspector (1905)

- **Experience** – Have you ever acted as Inspector upon any public work?

- **What experience have you had in street sprinkling, street work, or work of a kindred nature? Give the time, place, and length of employment.**

- **Arithmetic** – You receive a salary of $175.25 per month for the months of August and September. You spend $35.00 for a bicycle in August and $10.50 for repairing it in September. It costs you $2.35 a day for living expenses. In August you spend $43.00 for a suit of clothes and in September $25.00 for an overcoat. How much, (1) do you save each month, and (2) what are your average savings per month?
Sample Exam

- Special Questions – For the purpose of street sweeping, into how many classes are the streets of Los Angeles divided?
- Give the name of each class.
- By what process are the public streets of Los Angeles swept?
- Are cobble gutters to be recommended for business streets? Give reasons for your answer.
- How would you effectively clean cobble gutters?
- What is understood by hand-sweeping? Machine-sweeping?
- Does the constant standing of horses in one place on an asphalt street affect the pavement? Give reasons for your answer.
Emergency Assistance Throughout the Years

- San Francisquito Dam 1928
- Earthquake of 1933
- Baldwin Hills Reservoir 1963
- Watts Riots 1965
- Bel Air Fire 1966
- Sylmar Earthquake 1971
- Chatsworth Area Fire 1971
- Rainstorms of 1978 - Verdugo Hills Cemetery
- Mexico City Earthquake 1985
- Civil Disturbance 1992
- Northridge Earthquake 1994
Bureau Services

- Street Maintenance Division – Maintains, repairs, and cleans streets.
- Resurfacing and Reconstruction Division – Repairs, reconstructs, and resurfaces streets.
- Special Projects Division – Ensures compliance with ADA regulations; Targeted Neighborhood Initiative, various special projects.
- Lot Cleaning Division – Enforces the Weed Abatement Ordinance, clears weed growth, and removes illegally deposited debris from vacant lots.
- Urban Forestry Division – Enforces street ordinances, issues permits for planting, trimming, and removal of street trees.
- Investigation & Enforcement Division – Enforcement of street use ordinances for the public right of way.
- Capital Improvement Projects Division – Coordinates the Capital Improvement Program, Bikeways and Streetscape projects.
- Administration – Service Request, Payroll, Systems, Purchasing, Budget and Cost Accounting.
Today’s Field Activities and Equipment

Overload transport from the Harbor of a Refinery Reactor Vessel.

Housemoving - Angels Flight Building
Profiling Machine
Skiploader

Live Bottom Truck
Street Sweeper
Root Cutter
Vacant lot with illegally dumped debris, before and after.
Lot Cleaning Hillside Abatement
Alley cleaning
Visions of the Future

As we continue to grow, we must recognize that without the efforts of everyone in the Bureau our progress would not be as significant. The inventions of the power broom used for handsweeping in 1938, the electric pavement breaker in 1964 and the use of the Materials Testing Laboratory managed by the Department of General Services which began in 1985 assures quality control and quality assurance. These are just a few examples of how proactive rather than reactive we have strived to be. The creativity and vision for bettering our service in the ever-changing technological world keeps us competitive as world leaders in pavement management and construction. The teamwork and “Can Do” spirit that has been displayed by everyone both past and present is a shining example for those to come. Their efforts and visions for the future will ensure the continued success of the Bureau of Street Services.
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