

Community Impact Statement Recommendation

To: Downtown Los Angeles Neighborhood Council Board

From: Livability Committee

Date Approved by Committee: 11/11/21

For Board Consideration on: 12/14/21

Re: Council File 21-1130 - Protected Bike Lanes / All-Electric Mini-Sweeper / Mobility Plan 2025 / Zero-Emissions Equipment / Road Surface Maintenance

Motion or Recommendation of the committee:

The Livability Committee recommends a **Yes** vote on CF 21-1130.

For	X
For if amended	
Against	

Committee Vote Count: Yes (5), No (0), Abstention (0), Absent (1), Recused (0)

Summary:

The Council File instructs the Bureau of Street Services, in coordination with the Department of Transportation, to report on current and projected miles of protected bike lanes in the city that would benefit from regular sweeping. It also instructs the Bureau of Street Services to report back on the staffing, zero-emissions equipment and any other resources needed to provide best-in-class cleaning and road surface maintenance of (1) the growing protected bike lane network and (2) the overall bike lane network, and report on the status of the hybrid-electric full-size sweeper technology, and any other recommendations or needed resources to support further electrification of its sweeper fleet and auxiliary vehicles that support the sweeping program.

MOTION

Los Angeles is undergoing a sea change in how it views transportation. With the passage of Measure R in 2008, the Mobility Plan in 2025, and Measure M in 2016, Los Angeles is changing from a city that is centered on the car to one that is made up of multiple options that aim to make travelling more environmentally friendly. In particular, the city has seen a large growth in its bicycle infrastructure. Bike lanes crisscross the city where they didn't exist just a few years ago. In places like Downtown Los Angeles, protected bike lanes have been installed to provide riders with a physical barrier between them and nearby vehicles.

Special attention is required to maintain protected bicycle lanes and prevent the build up of debris that can interfere with bicycle riders. On a typical road, a city street sweeper can come in and out of the traffic lanes as needed to reach the curb and avoid parked cars. However, protected bike lanes present a challenge as they separate vehicle traffic from the bike lanes with plastic bollards mounted into the ground. Standard City street sweepers are too large to fit in the bike lanes. The Bureau of Street Services (StreetsLA) has piloted and deployed an innovative solution: an all-electric mini-sweeper that fits within protected bike lanes. The City should investigate purchasing additional electric mini-sweepers to maintain the ever growing network of bike lanes in the city.

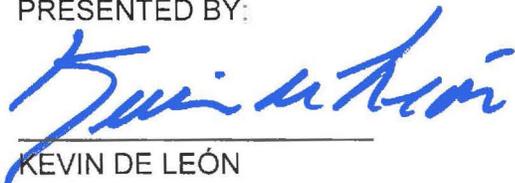
StreetsLA has also initiated the development of hybrid-electric full-size sweepers as part of a commitment to reduce emissions from its fleet and associated adverse environmental and human health impacts. This can further expand the environmental benefit of the street sweeping program and its value to walkable and bikeable streets.

I THEREFORE MOVE that the Bureau of Street Services, in coordination with the Department of Transportation, report on current and projected miles of protected bike lanes in the city that would benefit from regular sweeping.

I FURTHER MOVE that the Bureau of Street Services report back on the staffing, zero-emissions equipment and any other resources needed to provide best-in-class cleaning and road surface maintenance of (1) the growing protected bike lane network and (2) the overall bike lane network.

I FURTHER MOVE that the Bureau of Street Services report back on the status of the hybrid-electric full-size sweeper technology, and any other recommendations or needed resources to support further electrification of its sweeper fleet and auxiliary vehicles that support the sweeping program.

PRESENTED BY:

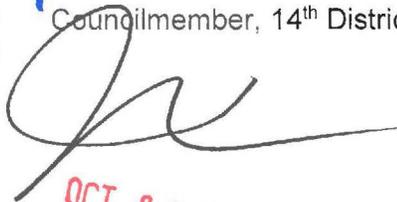


KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY:



ORIGINAL



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