MOTION

The City of Los Angeles, Bureau of Street Services (BSS) previously estimated that 40 percent of the City's 10,750 miles of sidewalks are in disrepair, with a majority of that disrepair caused by tree roots. With Los Angeles now emerging from an economic downturn the City is seeking viable solutions to the persistent problem of sidewalk repair and maintenance.

A variety of alternative products have been used in sidewalk repair in a number of cities. In 2008, the City of Santa Monica implemented a program using composite pavers made of 30 percent recycled crumb rubber and 70 percent plastic derived from agricultural irrigation pipes, which are anticipated to result in an 80 percent reduction in future sidewalk repairs over their 20 year maintenance cycle. And the City of Los Angeles' Bureau of Street Services (BSS) has experimented with a variety of alternatives to conventional concrete cement including: rubber panels, recycled mixed plastic materials, poured rubber and porous concrete, with costs ranging from $24 - $32 per square foot, compared with $35 per square foot when repaired parcel by parcel using traditional concrete cement.

Approximately 650 tons of waste tires are collected annually in the City of Los Angeles through a variety of waste tire amnesty programs. To close the loop on the life-cycle of these tires, the City has executed a service agreement with CalRecycle, under which the contractor is responsible for transporting waste tires collected from Los Angeles Sanitation (LASAN) district yards to State approved waste tire processing facilities for recycling and beneficial reuse. As part of this service agreement, the vendor has committed to building a sustainable market infrastructure for tire-derived-products for their end use in accordance with the City's hierarchy of options.

Sidewalk repair and the use of sustainable materials in that process is a topic that has been raised previously (see, for example, CF 14-0163-S1) – a pilot project to reuse waste tires as a material mix for pavers to fix broken sidewalks would widen the beneficial applications for tire-derived-products and satisfy the combined goals of repair and sustainability.

I THEREFORE MOVE that the Department of Public Works, Bureau of Street Services and Department of Sanitation with the assistance of the City Administrative Officer and Chief Legislative Analyst be instructed to report to the City Council on:

1) the feasibility of a citywide sidewalk repair/reconstruction pilot program using alternative materials including, but not limited to, composite rubber/plastic pavers;

2) the use of crumb rubber derived from used/waste tires collected from LASAN district yards, amongst other facilities, as a material component in the mix for composite rubber/plastic pavers.

I FURTHER MOVE that the City Attorney be requested to report on the feasibility of using funds from the *Willits v. City of Los Angeles* settlement agreement for the above proposed sidewalk repair pilot project, in as much as the project furthers the City's goals of achieving compliance as stipulated in the *Willits* settlement agreement.

PRESENTED BY: _____
David E. Ryu
Councilmember, 4th District

SECONDED BY: _____

JAN 13 2016

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