



Office of the City Manager

INFORMATION CALENDAR

May 22, 2007

To: Honorable Mayor and
Members of the City Council

From: *PK* Phil Kamlarz, City Manager

Submitted by: Claudette Ford, Director of Public Works

Subject: Street Sweeping Program Update

INTRODUCTION

At its September 19, 2006 meeting, Council asked staff to analyze the financial and operational impacts of expanding the current street sweeping program citywide as proposed by the Public Works Commission report. The Commission recommended that the City 1) implement the regular residential citywide street sweeping policy in stages, the first phase to be the reintegration of exempted or opt-out blocks into existing routes where possible; 2) send a written notification to affected blocks and a press release to the general public stressing the need for expanding street sweeping prior to reinstating the opted-out blocks; and 3) seek funding for further program extension which would require additional employees and equipment.

This report offers a general overview of the current street sweeping program and discusses what it would cost the City to reintegrate the 64 opted out blocks, all of which are within the residential areas currently in the program. Expanding the program to include these blocks, as discussed below, is not possible without the additional staff and equipment requested by the Public Works Department and proposed in the FY 2008-2009 budget. If provided new resources, the department will be able to plan the reintegration of the opted out blocks and return to Council in the Fall 2007 with an action plan to implement the program, including a public process.

The proposal to expand the street sweeping program citywide requires a more in-depth study of the operational and financial impacts on the program, as well as an analysis of street configurations, parking density and other obstacles that preclude expanding street sweeping to all residential areas. Staff does not recommend pursuing such an extensive study until after the reintegration of the opted out blocks.

SUMMARY

This report discusses the operational impacts on restoring the 64 opted out blocks listed in Attachment 1, as well as the resources needed to continue program expansion. Staff agrees with the Commission that any expansion has to be implemented in phases. However, current budget allocations are not sufficient to absorb the costs estimated for even the first recommended phase of incorporating the opted out blocks. There are one-time costs involved, such as street signs and poles and their installation, as well as the public relations effort. The larger budget issues involve staffing and equipment purchases and maintenance, all of which are discussed below.

CURRENT SITUATION AND ITS EFFECTS

Staffing. Three permanent mechanical sweeper operators are currently budgeted. Two are assigned to residential daytime sweeping, and one is assigned to commercial night sweeping. Under normal circumstances, these positions experience a normal amount of lost time (includes, sick and vacation leave, workers' compensation, authorized and unauthorized leave without pay). If one of the operators is out on extended leave, the position is filled on a provisional basis if staff is available.

About nine to ten months out of the year during heavy leaf season, a temporary third operator is deployed in addition to the two permanent sweeper operators to ensure completion of the daytime residential routes.

Equipment. Two mechanical street sweepers are on the street during the day completing the residential routes. A third mechanical sweeper is used for the commercial night sweeping program. Crews try to avoid using the same machine/s more than 8 hours a day as the sweepers are very high maintenance and heavy usage increases downtime for service. This means that the crews try to perform night sweeping on a sweeper that was not used during the day, thus requiring three sweepers in operating condition in any given 24-hour period.

Production Level. There are approximately **258** total route miles in the current mechanical sweeping program: **52** commercial and **208** residential. Currently, the street sweepers clean an average of 38 commercial route miles five days a week, and 142 residential route miles a day (morning and afternoon routes) five days a week. The total miles represent both sides of the street. The 20 miles of the industrial routes are not included in the existing program.

Residential Routes. Each residential route is swept once a month, Monday through Friday. Currently, approximately 95% of all programmed blocks are swept on a weekly basis. The completion rates vary according to the seasons as follow:

April through mid-November	95% of routes completed
Mid-November through March*	85-90% of routes completed

*During wet weather, streets are swept if there is less than six (6) inches of water flowing consistently in the gutter area.

Commercial Routes. The five commercial night routes are comprised of approximately 25 streets each. The major arterials are swept every night Monday through Friday. Each route may be slightly changed to cover side streets that do not require as much sweeping as the major arterials.

Completing 100% of scheduled routes is difficult and not realistic. This is due to lost time (illness, vacations, workers' compensation, other types of leave) as well as equipment failure, neither of which is preventable.

Tree Growth: More Leaves. It is important to note a basic issue that affects this program: tree growth. The simple fact is that as street trees grow they shed more and more leaves. The level of street sweeping needed therefore does not remain static. This should be kept in mind in discussions about adding blocks to the program.

Street Sweeping Map. Attachment 2 is a map which designates the areas in the city in these categories: Enforced (residential areas with parking enforcement), commercial, industrial, opted-out and excluded. The map provides graphic information which should make the following discussion easier to understand.

Restoring 64 Opt-Out Blocks. Street crews cannot accommodate 64 additional blocks without additional resources. These exempted blocks constitute about 11 route miles. They are a part of the 208 residential route miles noted above as they must be “passed through” as the sweepers go through the blocks in the current program.

As noted above, the crews are unable to complete all 100% of scheduled blocks even with existing resources. Restoring service to the 64 opted out blocks would require ongoing costs for additional staffing, increased maintenance for new and backup equipment, as well as one-time costs for the purchase and installation of new signs and poles and a public relations campaign. The estimated costs are as follow:

One-Time Costs

\$ 65,000	Signs and poles
20,000	Public relations and notification
<u>211,000</u>	One mechanical sweeper truck
\$ 296,000	

Recurring Costs (annual)

\$ 86,850	One mechanical sweeper operator
<u>11,000</u>	Maintenance for new mechanical sweeper truck
\$ 97,850	

The one-time costs for the signs and poles and public relations can be absorbed in the annual Refuse Fund allocations. Restoring the actual service to the 64 blocks, however, requires an additional mechanical sweeper operator position and a new truck, both of which are included in the proposed FY 2008-2009. If Council approves these funding requests, staff will begin the public notification process. The Streets crews can then start adding these blocks to their regular schedule incrementally, starting with Category 1 (see Attachment 1) and adding one category a month.

Full Citywide Expansion. Expanding street sweeping citywide entails adding new residential and commercial areas not currently in the program. It also means additional night sweeping in industrial areas. Such an expansion requires more detailed analysis of operational issues and their financial impacts. Obviously a substantially greater amount of funding would be necessary.

A major obstacle to going citywide is the configuration of streets in the hills as well as very narrow streets in all areas. In fact, a 1997 Public Works Commission report asked if there were mechanical street sweepers capable of moving around parked cars and “not limited by factors such as street curvature, crown, and width.” Staff looked into this idea and found that the machines being used in these types of areas in other communities were similar to the “green machines” we use. Our machines do have these vacuum attachments for getting under parked vehicles, but their use would slow the cleaning process considerably and reduce productivity significantly. Staff reports that, due to the dense parking in some neighborhoods, such an effort would not be cost effective in the residential and commercial areas. The City’s larger mechanical sweepers also have these

attachments, but they would require a second person on the ground to operate the extension hose—again, adding costs to the activity.

BACKGROUND

The City began street sweeping in 1987 in response to regional water quality requirements to prevent contaminants from entering the Bay. Streets that are too narrow or windy, or lack curbs were excluded. From 1991 to 1993, residents were allowed to petition to the Commission to opt out if they could justify that their neighborhoods were not in need of sweeping as much as other areas. The opt-out program resulted in the 64 subject blocks being removed from the program.

In 1997 Council implemented a citywide street sweeping program on publicly maintained streets “where feasible” and requested that the Commission advise them on program implementation. Considerable Commission time was spent on developing a viable program acceptable to residents. Without question, lack of resources prevents the City from moving forward on a citywide plan. The current staffing level and amount of equipment available for this program precludes adding the 64 opted out blocks into the program.

On September 19, 2006, the Public Works Commission sent its recommendations in response to Council’s request for advice on a method to expand the street sweeping program. After some discussion at the meeting, staff was asked to return to Council with recommendations for implementing the program, including benefits and costs. It should be noted that the Public Works Commission, in submitting the September 2006 report, were under the impression that costs for restoring the 64 blocks would involve only those for public outreach and signs and poles-between \$50,000 and \$100,000.

POSSIBLE FUTURE ACTION

If Council approves the proposed FY 2008-2009 budget, which includes a new mechanical sweeper operator and mechanical sweeper truck for this program, Public Works will be able to begin reintegrating the 64 opted out blocks sometime in the Fall of 2007 following a public notification process.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

The costs for restoring the opted out blocks would come from the Refuse Fund 820. As discussed above, the one-time costs would be \$296,000 in FY 2008 and recurring costs would be \$97,850.

CONTACT PERSON

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Attachments:

1. List of Current Opted-Out Blocks
2. Map

CURRENT OPTED-OUT BLOCKS

The following opt-out blocks can be added into the regular street sweeping routes, starting with Category one and at the rate of one category per month.

Category 1

Allston Way 1700 block.
Berkeley Way 1600 and 1700 blocks.
Blake St. 1300 block.
Carlotta St. 1200 block.
Colusa Ave. 1000, 1100 and 1200 blocks.
Derby St. 2400 block.
Henry St. 1400 block.
North Valley St. 2100 block.
Posen Ave. 1600 block.
Tyler St. 1600 block.

Category 2

Acton St. 1500 block.
Ada St. 1300 block.
Catherine Dr. 1400 block.
Curtis St. 1200, 1300 and 1400 blocks.
Hillcrest Rd. 200 block.
Keoncrest Dr. 1400 block.
Oakvale Ave.
Ordway St. 1400 block.
Parkside Dr. 100 block.
Regent St. 2900 block.
Tom Lee Dr. 1300 block.
Virginia Gardens.

Category 3

Edith St. 1400 block.
Holly St. 1400 and 1500 block.
Jaynes St. 1600 and 1700 block.
Juanita Wy. 1500 block.
Lassen St. 1000 block.
Linden St. 2900 block.
Magnolia St. 2900 block.
North St. 1500 block.
Robel Rd.
Yolo Ave. 1900 and 2000 block.

Category 4

Acton St. 1300 block.
Arlington St. 700 block.
Ensenada St. 600 and 800 blocks.
Grizzly Peak Blvd. 600 block.
Lincoln St. 1500 and 1600 blocks.
Peralta Ave. 600, 700 and 800 blocks.
San Lorenzo Ave. 1600, 1700 and 1800 blocks.
San Juan Ave. 1800 block.
San Antonio Ave. 1800 block.
Santa Rosa Ave. 500 and 600 blocks.
Thousand Oaks Blvd. 1500, 1600 and 1800 blocks.
Vincente St. 600 and 700 blocks.
Vine St. 1700 block.
Virginia St. 1600 block

