

## Communication from Public

**Name:** Los Angeles Cleantech Incubator (LACI)  
**Date Submitted:** 11/07/2025 10:27 AM  
**Council File No:** 25-1232  
**Comments for Public Posting:** LACI applauds the City Council and LADOT for their leadership in pursuing this initiative. We urge the Council to introduce and adopt the Smart Loading Zone Program Ordinance, and stand ready to support its implementation in partnership with the City and other stakeholders. Together, we can create a more sustainable, accessible, and economically vibrant Los Angeles.



April 14, 2025

Los Angeles City Council  
200 N Spring St.  
Los Angeles, CA 90012

**RE: Support for the Smart Loading Zone Program Ordinance**

Honorable Members of the Los Angeles City Council:

On behalf of the Los Angeles Cleantech Incubator (LACI), I am writing to express our strong support for the proposed Smart Loading Zone Program Ordinance.

Founded in 2011 as an outcome of a public-private partnership with the City of Los Angeles and the Los Angeles Department of Water & Power, LACI, is focused on clean energy, zero emissions transportation, and sustainable cities. Our mission is to create an inclusive green economy by unlocking innovation, transforming markets, and enhancing communities. LACI aims to build a regional innovation ecosystem that supports the discovery and commercialization of clean technologies by creating new companies, derisking the go-to-market process, and helping companies successfully deliver market-ready cleantech solutions along with accompanying jobs in the Los Angeles region and beyond.

Over the past six years, LACI and the members of our public-private Transportation Electrification Partnership have been tackling the problem of last-mile pollution through a series of groundbreaking curb management pilots in Los Angeles, Santa Monica and Pittsburgh, PA. The latter, for example, is formalizing its first-in-the-nation pilot for automated enforcement of on street curb parking into a permanent transportation enforcement program. In this pilot, over 100 cameras have been installed, including 44 cameras for bike lanes and no stopping zone violations, resulting in a 70% increase in parking turnover, a 95% decrease in double parking, and approximately \$245,000 in revenue since the pilot began in January 2024.

With the growth of online shopping and e-commerce increasing, demands for same- or next-day delivery of goods have largely been met with dirty, diesel-powered vehicles. Exposure to goods movement-related pollution is a serious health hazard for those who live in communities where ports and warehouses are located, along the roads and freeways where trucks traverse, and in the space-constrained urban corridors where packages are delivered. We believe that the proposed ordinance presents a timely, data-driven opportunity to address longstanding challenges at the intersection of transportation, climate, and public safety.

**Promoting Safer, Smarter Mobility**

The current curbside environment in high-demand commercial corridors is marked by

congestion, unsafe loading behaviors, and barriers to multimodal access. By designating and monitoring Smart Loading Zones, this ordinance would significantly improve curbside safety and reduce illegal stopping that endangers cyclists, pedestrians, and other vulnerable road users. These reforms directly support Vision Zero goals and a safer built environment for all Angelenos.

### **Advancing Climate and Emissions Goals**

The ordinance's emphasis on reducing vehicle idling, streamlining commercial deliveries, and supporting dynamic curb management aligns with the objectives of the City's Climate Action Plan. As LACI works with partners to advance zero-emissions transportation and reduce greenhouse gas emissions citywide, we view this program as a critical enabler of cleaner freight operations and more efficient urban logistics.

### **Driving Revenue and Innovation**

Smart Loading Zones will not only alleviate congestion, but also provide a reliable revenue stream—estimated to exceed \$60 million annually at scale—that can be reinvested in mobility infrastructure, decarbonization, and equity-focused programs. Moreover, the ordinance fosters a framework for public-private collaboration and innovation in curb management, an area of growing importance as e-commerce, on-demand delivery, and micromobility continue to expand.

### **Building on Proven Models**

Similar programs in cities such as Miami, Philadelphia, and Pittsburgh have shown measurable success. Having collaborated directly with these cities through federal grants on such programs, we are encouraged by Los Angeles' intent to learn from these examples, implement robust pilot evaluations, and scale the program based on real-world data.

### **Conclusion**

LACI applauds the City Council and LADOT for their leadership in pursuing this initiative. We urge the Council to introduce and adopt the Smart Loading Zone Program Ordinance, and stand ready to support its implementation in partnership with the City and other stakeholders. Together, we can create a more sustainable, accessible, and economically vibrant Los Angeles.

Sincerely,

A handwritten signature in dark ink, appearing to be 'Matt Petersen', with a large, stylized 'M' and a horizontal line extending to the right.

Matt Petersen  
President & CEO  
Los Angeles Cleantech Incubator (LACI)

## Communication from Public

**Name:** City of Pittsburgh - Department of Mobility & Infrastructure  
**Date Submitted:** 11/07/2025 10:31 AM  
**Council File No:** 25-1232  
**Comments for Public Posting:** I am writing to share Pittsburgh's experience implementing Smart Loading Zones and automated curb management, and to highlight how our outcomes may help inform Los Angeles's consideration of this important legislation.

ED GAINNEY  
MAYOR



JEFF SKALICAN  
ACTING DIRECTOR

CITY OF PITTSBURGH  
**DEPARTMENT OF MOBILITY & INFRASTRUCTURE**  
CITY-COUNTY BUILDING

November 3, 2025

*Before the Council of Los Angeles  
On the motion for Smart Loading Zones presented by Councilmember Eunisses Hernandez and  
Councilmember Heather Hutt*

Chairperson Hutt, Councilmembers, thank you for the opportunity to testify. My name is **Rylan Seifert**, and I serve as the Curbside Program Manager for the **Department of Mobility & Infrastructure (DOMI) in the City of Pittsburgh**. I am writing to share Pittsburgh's experience implementing **Smart Loading Zones and automated curb management**, and to highlight how our outcomes may help inform Los Angeles's consideration of this important legislation.

**The Challenge in Pittsburgh**

Like Los Angeles, Pittsburgh faced growing curbside management challenges:

- **Rising congestion and double-parking** caused by increased delivery activity resulting from increased use of ridesharing, food delivery services, and e-commerce post-pandemic.
- **Inefficient use of loading zones** caused by private vehicles using these spaces as free long-term parking, leaving delivery vehicles no option but to park illegally or double park.
- **Safety hazards** for pedestrians, cyclists, and drivers due to loading activity spilling into travel lanes.
- **Lack of understanding of how curbs are being used**; without reliable loading data, planners and engineers cannot make informed decisions on how best to allocate curb space.
- **Limited tools for compliance enforcement**; manual enforcement alone could not keep pace with the demand on curb space, and commercial parking was rarely paid through meters and apps.

**Smart Loading Zone Program Overview**

To address these issues, Pittsburgh launched the **Smart Loading Zone (SLZ) program** in partnership with the Parking Authority and Automotus. The program started as a pilot with 20 zones downtown and has since expanded to ~200 zones across the city including automated no-stopping enforcement, bike lane enforcement, bus stop enforcement, as well as expanded Smart Loading Zones. The program uses:

- **Automated license plate recognition** to monitor compliance.
- **Automated billing** through a one-time driver registration in CurbPass.
- **Cameras and sensors** to detect violations like double-parking and improper use of loading zones.

- This framework allowed the city to optimize curb space management in ways that manual enforcement and traditional payment methods simply could not.

### **Results and Impacts**

The results in Pittsburgh have been compelling:

- **97% reduction in double-parking** in SLZ areas.
- **23% decrease in overall dwell time**, meaning faster turnover and greater curb access for more drivers.
- **40% increase in loading zone turnover**, enabling businesses and delivery companies to serve more customers efficiently.
- **31 metric ton reduction in CO<sub>2</sub> emissions annually per zone**, improving air quality and reducing environmental impacts.
- **New revenue** from the program has led to this program being a net contributor to the budget vs. an additional cost center.
- **Improved allocation of resources**, allowing Parking Enforcement Officers to focus their efforts where in-person enforcement is needed the most, leading to increased enforcement across all parking related infractions.

Stakeholder feedback has also been positive.

- **City staff** saw improved safety and reduced congestion.
- **Delivery companies and drivers**, including Amazon, many local fleets, and gig-economy workers noted efficiency gains.
- **Local businesses** reported improved customer access and reduced curbside chaos.

### **Lessons Learned**

Pittsburgh's experience demonstrates several key lessons relevant to the city's proposed legislation:

1. **Automation is essential.** Without automation, short-term violations—double-parking, unauthorized zone use—remain nearly impossible to manage effectively. Automated invoicing or enforcement is essential.
2. **Cross-department coordination is critical.** DOMI worked closely with the Parking Authority and stakeholders to ensure legal alignment, system integration, and community buy-in.
3. **Data unlocks policy evolution.** With curbside data, we have been able to refine locations, hours, and pricing dynamically, tailoring management to real-world demand.
4. **Public-private collaboration works.** Partnerships enabled Pittsburgh to modernize curbside policy while minimizing administrative burden—The city of Pittsburgh was able to implement this program without any additional spending.

### **Alignment with the Proposed LA Legislation**

The motion to introduce Smart Loading Zones directly addresses the very challenges Pittsburgh confronted. By requiring LADOT to establish Smart Loading Zones, the City can expect:

- Safer, more efficient streets.
- Fairer access to curb space for businesses, residents, and delivery operators.
- Reduced congestion, emissions, and enforcement inefficiencies.

Our results show that this model is not theoretical—it works. LA has an opportunity to join Pittsburgh and other cities in leading a national shift toward modern, automated curbside management.

In Pittsburgh, Smart Loading Zones and automated curb management have transformed the way we manage our streets—making them safer, more efficient, and more sustainable. I strongly encourage the Council to move forward with this legislation and consider Pittsburgh’s success as a proof point of the benefits that can be achieved.

Thank you for the opportunity to testify. I am happy to answer any of your questions.

**Rylan Seifert**

Department of Mobility & Infrastructure

City of Pittsburgh

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