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February 8, 2022

Jose Elias
Transportation Planning Associate II,
For-Hire Policy and Enforcement Division,
Los Angeles Department of Transportation

Re: Creation of a Downtown Los Angeles SOZ - Dockless Mobility Devices

To Whom It May Concern:

At our regularly held public meeting on February 8, 2022, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to provide the following comments below:

Since the introduction of the E-Scooters and other Dockless Mobility devices to Downtown Los Angeles, our community has had both great successes and serious challenges in regards to the use of these devices on our streets.

Despite significant and much-needed investment made by LADOT to improve mobility and related infrastructure to accommodate these devices, our community, like others throughout the city, has struggled with issues associated with sidewalk riding, improper vehicle parking, obstruction in the public right-of-way, and other general nuisances related to these devices. Due to the sheer number of these devices in our community, the creation of a Special Operations Zone (SOZ) in the Downtown core could assist in reducing the strain and burden these devices have on our community while also improving their operations.

Therefore, DLANC strongly encourages LADOT, in consultation with Council District 14 and Council District 9, to introduce a "Downtown Los Angeles SOZ" modeled after the existing SOZ in Venice. In addition, DLANC recommends that LADOT consider the inclusion of the following recommendations for "Downtown Los Angeles SOZ" :

- Boundaries of SOZ:
    - West Boundary - 110 Freeway
    - North Boundary - 101 Freeway
    - South Boundary - Washington Blvd

    - East Boundary - Los Angeles Street to 7th Street, 7th Street east to Central Avenue

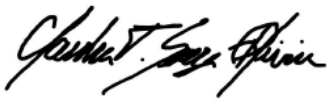
- Vehicle Drop, Pickup, and Deployment Zones:
    - Drop and Pickup areas should be marked with LADOT stenciling, markings
    - Drop and Pickup areas should be located at street corners of major intersections within the operating zones and at high usage / traffic areas
    - Drop and Pickup areas should have no more than 5-7 scooters per location
    - Vehicle deployments shall only occur within the designated areas defined by LADOT- additional zones should be located near MTA sites, perimeter of LA Live / Convention Center, and other important Cultural / Civic institutions
    - LADOT should explore additional geofencing technology to regulate scooter deployment /drop-off zones in the public right-of-way and include additional visualization tools to encourage appropriate scooter parking

- E-Scooters and other Dockless devices should be limited to 200-250 devices per operator

- LADOT should consider potentially limiting the number of allowable operators within the "Downtown Los Angeles SOZ" as permissible with the City's Dockless Mobility CUP and other Franchise Zone agreements

In addition, DLANC recognizes that a proposed "Downtown Los Angeles SOZ" may include other impacted communities outside the DLANC boundary as defined by the Department of Neighborhood Empowerment. Therefore, DLANC recommends that any expansion of a proposed SOZ beyond the Downtown core should consult the Arts District Little Tokyo Neighborhood Council and other impacted jurisdictions to ensure policy continuity throughout the Downtown area.

Sincerely,



Claudia Oliveira
President,
DLANC

Debby Zhou
Chair,
DLANC Livability Committee

CC: Council District 14 (via email)
Council District 9 (via email)
LAPD Central Traffic Division (via email)
Arts District Little Tokyo Neighborhood Council (via email)
Downtown Center Business Improvement District (via email)
South Park Business Improvement District (via email)
Fashion District Business Improvement District (via email)
Historic Core Business Improvement District (via email)