

TRANSPORTATION

MOTION

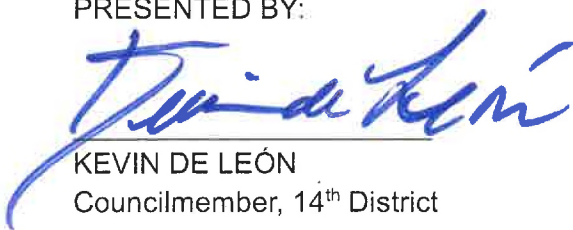
On March 24, 2021, Council adopted CF17-1125 which created a framework for dockless on-demand mobility devices in the City of Los Angeles. The program included the creation of a Special Operations Zone (SOZ) for Downtown Los Angeles to regulate dockless mobility device (scooter) usage within the Downtown area. One of the primary complaints from constituents is scooters littering sidewalks and blocking the path of travel for residents and businesses. Working with local stakeholders and dockless on-demand mobility companies, the Department of Transportation created geolocated drop zones across the Downtown Los Angeles SOZ to try and address this issue. While this has partially helped curb scooter proliferation on sidewalks, scooters are still found blocking sidewalks across the SOZ.

One of the ways that scooters can continue to operate while minimizing the impacts to the general public is by converting existing red curb zones or parking spaces into scooter drop zones. This will allow for scooters to be relocated from narrow sidewalks into designated curb zones, increasing pedestrian mobility and making it easier on local businesses and residents.

I THEREFORE MOVE that the Department of Transportation be INSTRUCTED to develop a standard plan for dockless on-demand mobility devices that can be used adjacent to red curb zones and parking spaces in the Downtown Los Angeles Special Operations Zone.

I FURTHER MOVE that upon development of the standard plan, the Department of Transportation be INSTRUCTED to develop an application and implementation process within 30 days that allows dockless on-demand mobility companies to apply to self-implement these zones within the Downtown Special Operations Zone pending approval on appropriateness by the Department of Transportation.


PRESENTED BY:


KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY:



ORIGINAL


JUN 8 2024