

CITY OF LOS ANGELES
CALIFORNIA



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WWW.DLANC.COM

EMAIL: DLANC@EMPOWERLA.ORG

August 13, 2024

**Re: Community Impact Statement on CF 17-1125-S9: Dockless On-Demand Mobility Devices /
Downtown Los Angeles Special Operations Zone / Red Curb Zones / Parking Spaces**

To Whom It May Concern:

At our regularly held public meeting on August 13, 2024, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to provide the following comments below:

The Downtown Los Angeles Neighborhood Council submits this Community Impact Statement **in support** of CF 17-1125-S9: Dockless On-Demand Mobility Devices / Downtown Los Angeles Special Operations Zone / Red Curb Zones / Parking Spaces.

In 2022, DLANC sent several letters to LADOT staff in support of initial efforts taken by the department to study the creation of a Special Operations Zone (SOZ) for the Downtown Los Angeles area in Council District 14. After years of community engagement undertaken by the LADOT and Council District 14 to DTLA residents and stakeholders, the DTLA SOZ was successfully implemented and has widely helped alleviate some of the initial strains seen with quantities and servicing of dockless mobility devices in DTLA. However, issues still persist with the regulations and infrastructure governing the parking and placement of these devices on the public right-of-way (PROW).

Solutions presented by this Council Motion to have docking stations located in the street rather than the sidewalk address many concerns regarding the parking management of devices, but it is crucial that efforts be taken to ensure the solutions to tackle this issue do not inadvertently create unintended consequences that impact motorist safety and parking/loading for businesses.

Therefore DLANC recommends LADOT consider the following treatments for the placement of *docking stations* in the PROW:

- Design *docking stations/mobility hubs* with physical corral barriers to prevent scooters and e-bikes from falling into vehicle travel lines - these can look like the existing LADOT bicycle carrols used by DOT's Livable Streets kit.
- Provide high visibility markers such as paint, signage, colored K71 Bollards, or stanchions to designate *docking stations*
- Consider working with the Bureau of Street Services (StreetsLA) Street Transit Amenities Program (STAP) team to integrate STAP furniture assets with *docking stations*
- Couple and integrate *docking stations* with existing Metro Bike Stations wherever possible to create multimodal experiences.
- Preserve all taxi, ADA, commercial, passenger, and valet parking zones. If preservation of regular parking spaces cannot be achieved, ensure that LADOT works with the Council Office, Neighborhood Council, and Business Improvement Districts (if applicable), for community outreach and impact mitigation to merchants and any other impacted stakeholders.

Sincerely,

* SUBJECT TO APPROVAL BY DLANC BOARD OF DIRECTORS ON **AUGUST 13, 2024***

Claudia Oliveira
President,
DLANC

Debby Zhou
Chair,
DLANC Livability Committee

Cc Los Angeles Department of Transportation (via email)
Council District 14 (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)
Industrial District Business Improvement District (via email)