

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(17) Nay(0) Abstain(0) Ineligible(0) Recusal(1)

Date of NC Board Action: 08/21/2018

Type of NC Board Action: Against unless Amended

Impact Information

Date: 09/04/2018

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 17-1125-S3

Agenda Date:

Item Number:

Summary: Council File 17-1125-S3 Electric Scooter Companies / Operation in the City / Cease-and-Desist Against unless Amended While we appreciate Councilmember Koretz' desire to establish rules and regulations around dockless mobility solutions, we believe an outright ban and impoundment of these vehicles is excessive and detrimental to the environment and the progress of transportation and mobility in Los Angeles. This cease and desist should be rescinded. Please see attached document for full CIS.



August 21, 2018
Governing Board Meeting
Item 7.D.i

MOTION: Approve the following Community Impact Statement:

Council File 17-1125-S3

Electric Scooter Companies / Operation in the City / Cease-and-Desist

Against unless Amended

While we appreciate Councilmember Koretz' desire to establish rules and regulations around dockless mobility solutions, we believe an outright ban and impoundment of these vehicles is excessive and detrimental to the environment and the progress of transportation and mobility in Los Angeles. This cease and desist should be rescinded.

With the Olympics on the horizon, we should be doing all we can to encourage multimodal transportation especially in trips under 3 miles. For example, to get between two main venues: Staples Center and the LA Coliseum it is a 48 minute walk, 22 minute DASH ride, 16 minute car trip or a 12 minute bike ride to cover those 2.3 miles. By 2028, the population of Los Angeles County will be double what it was in 1984, let alone the 500,000+ foreign visitors who will descend upon the city to attend the games.

Whereas, dockless scooter usage has caught everyone off guard both in its popularity and in its seemingly problematic implementation. When 35% of all household car trips are under two miles and climate disruption is real, we have a responsibility to take a closer look at a viable option in micro mobility, and

Whereas, motorized scooters should be ridden in the street but are mainly ridden on the sidewalk, we have to examine the "why?" Los Angeles has an inconsistent infrastructure for bicycles. From protected bike lanes, to bike lanes, to sharrows (which tend to put people on bikes squarely in the door-zone) to nothing at all, bicyclists have a hard time riding in traffic even with



their higher capacity for speed and higher visibility than scooters. In the city of Los Angeles,

bicyclists have the choice and right to ride on the sidewalk. Bicyclists also stand a slightly better chance negotiating potholes. Poor infrastructure is not a problem that is going away. It needs to be upgraded as soon as possible, and

Whereas, dockless scooter trips are spontaneous and limited to riders over 18, helmets should be a choice not a necessity. Adult bicyclists are not required to wear helmets and can reach speeds upward of 20 miles an hour while a scooter's speed is capped at 12 miles per hour. Also, by requiring helmets, you restrict the number of scooter riders on the road which make them less "seen" as a whole, and

Whereas, scooters are said to be littering the sidewalk. A significant portion of scooters that are strewn around are not left by careless riders but by anti-scooter vandals, especially since the LAPD has publicly stated they don't have time to enforce scooter vandalism. Regardless, this is a people problem not a scooter problem. There are people who engage in road rage with a deadly vehicle, there are cyclists who don't obey stop signs, and there are people who drop scooters on the sidewalk. Only one mode of transportation kills 37,000 people in the US annually. The number of people killed by a scooter or bicycle is a handful of people per decade, and

Whereas, scooter misuse is not the disease but a symptom of a broken transportation system.

Therefore, we think

• the cease and desist letter should be rescinded to allow for more data

collection during this beta phase. More data collection now, equates better

service later. Besides if "the City has not yet adopted a regulatory framework

for new electric scooters" how are the scooters in violation?

- a sidewalk speed limit should be enacted to allow for slower travel on sidewalks until the infrastructure can support both bikes and scooters in the main thoroughfare. Maybe the scooters can be set with a



sidewalk mode which caps the speed at 5 mph. While the rider would be able to select whichever mode they wanted, it would reinforce the idea of driving slower on

the sidewalk.

- The helmet requirement should be repealed.
- Any future permit money collected from the dockless scooter companies

should be directly applied to infrastructure upgrades to help get the scooters

in the streets as soon as possible

- There should be a way for people without mobile devices to use the service

either with a TAP card or some other cash-based transaction

- Dockless scooter companies should pay for a public service announcement ad campaign (on busses for example) to educate motorists and scooter riders

on the best practices.

- Finally the council file's second sentence "The Program would affect the use

of bicycles, electric bicycles, and electric scooters." should be changed to make it clear this is only referring to dockless rideshare systems and not personal vehicles.