

## Communication from Public

**Name:** Jed Pauker

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**Council File No:** 17-1125-S6

**Comments for Public Posting:** Re: Council File 17-1125-S6 Honorable Committee Members, This is to advise that, with some regret but no remorse, I am ending my use of the City's mobile MyLA311 system to report the several dockless scooter parking violations I see every day. Following is my thumbnail summary of my experience with the system. While the mobile system is appreciated, its operation is unreasonably onerous and time-consuming. It requires a separate ticket for each scooter ID when most violations I encounter involve two or more scooters that could reasonably be reported on a single ticket and electronically separated for action during back-end processing. Its vehicle identification model often requires a reporting party to move the offending device into an orientation where its ID number can be viewed for reporting. This presents a hardship when several scooters are piled up on the ground, requiring digging through as many as half a dozen scooters to get to one scooter's ID - which I have had to do on several occasions. These are just two challenges that effectively chill reporting and thereby decrease the quantity of reports in relation to the number of violations observed. Further, on any given day, the number of violations I observe exceeds the number of reasonably reportable incidents by a factor of three or more. In other words, I see at least three times as many violations as I might be able to report under ideal time and vehicle access circumstances. I simply haven't the time to run after them all. On report effectiveness: Last weekend, I saw two scooters illegally lying in an infamous area of surreptitious storage among trees and atop shrubs which bravely and repeatedly endure their impact and weight until they - the plants - expire. I have reported dozens of instances in that and other locations many times in recent months, only to find that - contrary to the two-hour removal promise - scooters might not be moved until the next day, and often do remain for over twenty-four hours before relocation. Scooter parts also pepper the landscape - mostly kickstands, but also plastic reflectors or broken scooters - lying on the ground or sidewalks. While I can't know for sure whether orphaned parts come from early generations of flimsy scooters or whether they are from new, supposedly sturdier models, I can say that the parts generally appear to be from Bird and, sometimes, Lime scooters. As civic-minded as my decade-plus Neighborhood Council service

bears out that I am, I can no longer afford to invest 2-5 minutes per reporting instance when what time I have remaining on this earth grows ever shorter and, frankly, is better invested in helping to protect the world at large that your children and grandchildren will inherit, should they not - god forbid - prematurely expire after a collision with an errant sidewalk scooter rider. On that grim safety note, I urge you to consider applying motor vehicle governance to these motor vehicles: Require license plates, DMV registration and rider education, with testing, licensing and a DMV record tie-in to lock in their acknowledgement of safety and regulatory requirements. This no-brainer would go a long way toward resolving e-scooter safety issues. Finally, I urge you to require e-scooter firms to apply currently available geo-fencing technology such that e-scooters cannot operate on sidewalks. While I prefer that the City would motivate residents and visitors to exercise - walking and riding bicycles, I understand that CLEVR has applied for an operation permit; their geo-fencing purports to prevent e-scooters from traveling everywhere that they are not allowed. If effective, their system (and deployment by other operators of a like system), combined with use of LADOT's regulatory powers, will ease what would otherwise present a hefty burden on law enforcement resources. While the obviously unsafe and intentionally predatory introduction of e-scooters will leave an ugly scar where a welcome mat could have been, I remain hopeful that the City will find the courage to prioritize safety and sustainability for humans at a time when the gold ring for both is still reachable. As always, thank you for your service and for your consideration. Best, Jed Pauker