

TRANSPORTATION COMMITTEE REPORT relative to an update of Los Angeles Department of Transportation's (LADOT) Dockless Bike / Scooter Share Pilot Program.

Recommendation for Council action:

RECEIVE and FILE the LADOT reports dated August 7, 2019, and October 17, 2019, relative to an update of the Dockless Bike / Scooter Share Pilot Program.

Fiscal Impact Statement: Not applicable.

Community Impact Statement: Yes.

For, if amended: Wilshire Center Koreatown Neighborhood Council

SUMMARY

In the report to Council dated August 7, 2019, LADOT discusses the oversaturation of dockless vehicle in high demand areas, and the use of data to identify such areas and to address illegal riding. In May 2019, LADOT established the Venice Special Operations Zone (VSOZ) to address illegal riding on the Venice Boardwalk, bike path, and canals, and to test the use of geo-fence technology to reduce vehicle speeds down to 0 mph. To address the high number of MyLA311 service requests made in the VSOZ, LADOT installed 22 physical parking zones, made visible with an affixed decal in the public right-of-way, and four virtual parking zones, viewable within the app without requiring physical infrastructure. Within the VSOZ, operators are required to deploy vehicles only in designated physical and virtual parking zones.

Given the high demand, impact, and activity in the Venice neighborhood, the unique characteristics of the VSO and the availability of controlled deployment, LADOT identified the VSOZ as the best area to pilot policies that address oversaturation. On July 26, 2019, LADOT advised all operators of policies implemented to address high demand impacts:

- Operators are authorized to begin daily deployment only between the hours of 5:00 a.m. to 10:00 a.m. daily.
- Each Operator is authorized to deploy up to 150 vehicles only within LADOT-identified parking zones, including digital parking zones, between the hours of 5:00 a.m. to 10:00 a.m. daily.
- Up to 5 maximum per operator per parking zone.
- Each Operator is authorized to rebalance vehicles only into LADOT-identified parking zones, including digital parking zones, after 10:00 a.m. daily.

In the report to Council dated October 17, 2019, LADOT states the pilot program launched March 15, 2019, is halfway complete. The program has authorized a total of 36,170 dockless vehicles. There were over 30,000 dockless vehicle trips daily. In the month of September, there were over one million rides. Despite ongoing ridership growth, the number of 311 service requests continues to decline from a high of 1,806 in May, to 1,320 in August.

LADOT's report discusses pilot program communications, safety, and operations. Since the beginning of the calendar year through the week ending September 14, 2019, a total of 204

incidents involving e-scooters have been reported. As of September 9, 2019, there have been 190 collisions involving e-scooters according to the Los Angeles Police Department (LAPD), most occurring in the Department's West Traffic Division region. LADOT continues to work with the Police and Fire Departments to refine e-scooter collision and injury data collection processes.

LADOT goes on to discuss the Law Enforcement Website Portal. The portal enables law enforcement agencies to access information specific to crimes under investigation. Pilot program operators provided LAPD a step-by-step guide on how to access their website portal. LAPD can use the portals to submit warrants, locations of incident, pictures, time of incidents, etc.


LADOT is developing a standard plan for dockless on-street parking corrals and the Geometric Design team is creating new symbols and signage for scooter parking. In the VSOZ, LADOT is piloting digital parking zones in the existing bicycle corrals at Main Street/Navy Street and Washington Boulevard/Speedway. Although operators do not require users to end trips at these locations, operators are required to deploy their vehicles at these locations from 5:00 a.m. to 10:00 a.m. and encourage users to drop off vehicles in the identified zones.

LADOT further reports that operators are required to provide programs or membership options to provide equitable access to their services, including pay-by-cash options, non-smartphone options, and plans for low-income customers. LADOT gave operators the ability to increase their vehicle caps through deployment in Disadvantaged Communities (DAC). While not all operators took advantage of this option, LADOT observes an average of approximately 7,000 - 8,000 vehicles deployed in DACs Citywide. However, few operators currently deploy in the San Fernando Valley DAC, pointing to a greater need for incentives for deployment in this area.

At its meeting held October 23, 2019, the Transportation Committee discussed this matter with LADOT staff. Department representatives discussed LADOT's ongoing efforts to improve its working relationship with LAPD, the need for better data regarding e-scooter collision data, and scooter parking corrals. It was stated that compliance with street operation of the e-scooters has improved. Committee members directed the Department to compile data regarding scooter malfunction or failure that lead to accidents, and further refinement of collision data regarding vehicles, pedestrians, and environmental factors such as potholes. Committee recommended that Council receive and file the LADOT reports.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
MARTINEZ:	YES
KORETZ:	YES

jaw

-NOT OFFICIAL UNTIL COUNCIL ACTS-