

TRANSPORTATION COMMITTEE REPORT relative to an update of the Dockless Bike / Scooter Share Pilot Program.

Recommendations for Council action:

1. REQUEST that the City Attorney, in consultation with the Los Angeles Department of Transportation (LADOT), prepare and present an ordinance establishing a graduated penalty structure for enforcement of e-scooter permit condition violations.
2. DIRECT the Los Angeles Police Department and the LADOT to report in 90 days with a joint work program and funding request for a public education and enforcement campaign.
3. DIRECT the LADOT to report:
 - a. In 90 days with a breakdown of 311 requests and response times by location.
 - b. In 60 days with recommendations to address oversaturation of devices in the most desirable markets.

Fiscal Impact Statement: The LADOT reports that this action will not impact the General Fund.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated June 5, 2019, LADOT discusses the status of the Dockless Bike / Scooter Share Pilot Program including updates on MyLA311 integration, parking, enforcement, and education and outreach, as well as a report-back on using technology to regulate speeds depending on street conditions and location. LADOT states constituents have submitted approximately 1,200 service requests, primarily for improperly parked vehicles since the integration of MyLA311. LADOT installed 30 scooter parking zones in Downtown Los Angeles and 20 in Council District 11. Eight operators (Bird, Bolt, Jump, Lime, Lyft, Sherpa, Spin, and Wheels) are participating in the pilot program with a total approved fleet size of 36,170 dockless shared mobility vehicles. LADOT collected \$3,255,400 in permit fees. From December 31, 2018, through April 15, 2019, riders took approximately 1,865,629 total trips with an average trip length of approximately 1.2 miles.

LADOT goes on to discuss its ongoing community outreach campaign and the use of technology to deter sidewalk riding. The Department notes that from January 1, 2019 through May 25, 2019, the Los Angeles Fire Department reported 160 incidents involving e-scooters. LADOT is conferring with operators and uses to finalize data sharing principles and data privacy protection.

Operators are required to include strategies to improve access for low-income residents including a cash option, non-smartphone option, and a low-income pricing plan as part of the program's equity plan. LADOT further reports that it reserves the right to reduce operators' permitted fleet size, implement geo-fences to identify where deployment is prohibited, and revoke the permit in the event of repeated infractions for noncompliance with the permit

requirements. Additionally, LADOT is currently working to develop a formal process and procedure to identify common infractions and appropriate steps leading to revocation of permit. Proposed enforcement mechanisms and fines are accompany the report.

At its meeting held June 12, 2019, the Transportation Committee discussed this matter with LADOT staff. During the reporting period, e-scooters were used for approximately 700,000 rides in Council District 11, 500,000 rides in Council District 5, and 400,000 rides in Council District 14. Usage is lower in other Council Districts. Thus far, over 3,000 services requests/complaints have been filed. It was further stated that additional education is needed to reduce prohibited sidewalk riding of the scooters.

During the public comment period, residents opposed to the e-scooter program stated that scooters are left on sidewalks, blocking access and creating hazardous conditions for senior citizens and the disabled. Supporters of the scooters stated they offer convenience and an inexpensive and an environmentally friendlier alternative to automobiles. Industry representatives discussed emerging technology that can assist LADOT enforce user restrictions. It was also noted that the number of service requests has declined.

Committee members discussed various concerns including complaints by area, over-concentration, and operator compliance. The Committee Chair stated that operators can do more to meet program expectations. Program enforcement needs to be clarified by LADOT and a policy is needed to address over-concentration. Committee recommended that Council request the City Attorney to prepare an ordinance to establish fines for enforcement of e-scooter permit condition violations, and to direct LADOT to report relative to a public education and enforcement campaign, 311 requests and response times by location, and policy recommendations to address oversaturation of devices in the most desirable markets.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

MEMBER VOTE

BONIN: YES

MARTINEZ: YES

KORETZ: YES

jaw

-NOT OFFICIAL UNTIL COUNCIL ACTS-