MOTION

Downtown Los Angeles is undergoing a historic population boom. In 1999, the population was 18,700. In 2016 the population was 65,185. According to recent data, over 9,620 units are under construction and another 29,444 units are in the entitlement process.

With this increased growth and the revitalization of commercial areas throughout Downtown, the neighborhood has seen a dramatic increase in pedestrian, vehicular, bicycle, and transit traffic. Smart growth principles state that building more parking will not adequately address the issue of mobility. A multifaceted approach needs to be taken that looks into all modes of transit, including Transportation Network Companies (TNCs) such as Uber and Lyft.

With the creation of TNCs, people are moving about the city differently than before. Many people choose to use rideshare instead of their own vehicles. However, the large amount of bus stops, commercial loading zones, passenger loading zones, and parking meters has led to a complex mix of curb designations throughout Downtown. This mix of curb designations combined with increased demand for TNCs has created congestion and drivers stopping in unsafe locations in order to pick up or drop off passengers. Guidelines are needed that establish designated TNC pick up and drop off locations in order to improve public safety and mobility in Downtown.

I THEREFORE MOVE that the Department of Transportation report back within 30 days on the feasibility of implementing a pilot TNC loading zone program in Downtown; and,

I FURTHER MOVE that this study should evaluate potential loading zone locations, parking meters, required signage and curb markings, hours of operation, and suggested guidelines for the implementation of TNC loading zones; and,

I FURTHER MOVE that the Department of Transportation be instructed to work with TNCs to identify high volume destinations that would benefit from designated TNC loading zones.

PRESENTED BY:

JOSE HUIZAR
Councilman, 14th District

SECONDED BY:

AUG 0 1 2018