

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](mailto: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(21) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 08/12/2019

Type of NC Board Action: For if Amended

#### Impact Information

Date: 08/19/2019

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 17-1125

Agenda Date:

Item Number:

Summary: On June 5th, 2019, Los Angeles Department of Transportation (“LADOT”) released their quarterly report regarding the rollout of dockless scooters (the “Report”). Koreatown is one of the initial neighborhoods that saw the rollout of these devices. The Report focuses largely on deterring sidewalk use and injuries. There is one solution that would help fix all of these problems: better infrastructure for non-motorists. Wilshire Center Koreatown Neighborhood Council requests that the City of Los Angeles immediately explores funding sources to create bike lanes for the streets that LADOT lists as biking streets, including but not limited to adding a provision to any new contract with a dockless mobility company that would require them to contribute financially toward creating and maintaining bike lanes. We further request that whenever a street gets repaved and restriped that is on LADOT’s list of designating biking streets, it is repainted with a bike lane. We further request that LADOT actively moves to add a barrier to painted bike lanes to deter vehicles and other objects from blocking bike lanes and to keep them safer from reckless drivers. We further request that any subsequent Report includes information regarding what improvements have been made to infrastructure intended for non-motorists, if any. We further request that the City of Los Angeles aggressively enforces its existing laws to punish vehicle drivers who create unsafe conditions that restrict the enjoyment of our public streets for all users, like blocking bike lanes.

**City Council File  
17-1125**

**Wilshire Center Koreatown Neighborhood Council's Community Impact Statement  
in Response to Los Angeles Department of Transportation's Dockless Scooters  
Report**

On June 5th, 2019, Los Angeles Department of Transportation ("LADOT") released their quarterly report regarding the rollout of dockless scooters (the "Report"). Koreatown is one of the initial neighborhoods that saw the rollout of these devices. The Report focuses largely on deterring sidewalk use and injuries.

There is one solution that would help fix all of these problems: better infrastructure for non-motorists.

According to a Los Angeles Times article published on April 25 2019, LA has failed to meet its early Vision Zero benchmarks, including a 20% reduction of traffic deaths by 2017. In fact, traffic deaths for cyclists have increased since Vision Zero was implemented in 2015. This is due in large part to a lack of bike lanes in the city.

The lack of safe infrastructure for folks who don't drive in Los Angeles is a great injustice. In Koreatown, most of the bike lanes are uncontrolled, unconnected, and are frequently blocked by delivery drivers or rideshare vehicles. Having so few bike lanes in this neighborhood creates an environment that's unsafe for scooter riders, which makes using the sidewalks more appealing. In turn, this creates unsafe conditions for pedestrians. The sidewalks of Koreatown, and Los Angeles as a whole, are in poor shape. They're narrow, broken, and uneven from the roots of trees. Some sidewalks can barely, if at all, accommodate strollers and mobility devices. They certainly can't safely accommodate scooters.

LADOT maintains a map of designated biking and active transportation streets in Los Angeles (see <http://bike.lacity.org/plan-your-trip/bicycle-maps/>). However, many of these streets do not contain the infrastructure required to safely use a bicycle or scooter. For example, Beverly Blvd through Koreatown is slated to be a part of the city's Mobility Plan 2035 Bike Lane Network. If we know a street has the means to accommodate a safer design, we should move forward to implement this immediately. The current design of this street is not safe. It accommodates high speeds from vehicles, contains too few cross walks, and has no lanes for cyclists or scooter riders.

The dockless scooter companies overloaded our already insufficient infrastructure for non-motorists. While the City of Los Angeles is at fault for not providing all its residents with a safe street design, the scooter companies have a responsibility to make sure that their

consumers are able to safely use their product. They are profiting off our public space without making sure our infrastructure can support its project. It is only fair that they contribute to the cost of installing controlled bike lanes.

**Wilshire Center Koreatown Neighborhood Council requests** that the City of Los Angeles immediately explores funding sources to create bike lanes for the streets that LADOT lists as biking streets, including but not limited to adding a provision to any new contract with a dockless mobility company that would require them to contribute financially toward creating and maintaining bike lanes.

**We further request** that whenever a street gets repaved and restriped that is on LADOT's list of designating biking streets, it is repainted with a bike lane.

**We further request** that LADOT actively moves to add a barrier to painted bike lanes to deter vehicles and other objects from blocking bike lanes and to keep them safer from reckless drivers.

**We further request** that any subsequent Report includes information regarding what improvements have been made to infrastructure intended for non-motorists, if any.

**We further request** that the City of Los Angeles aggressively enforces its existing laws to punish vehicle drivers who create unsafe conditions that restrict the enjoyment of our public streets for all users, like blocking bike lanes.

**Respectfully Submitted,**

**Wilshire Center - Koreatown Neighborhood Council**

**Written and Presented by:**

Adriane Hoff, At-Large Representative

Wilshire Center Koreatown Neighborhood Council