

## Communication from Public

**Name:** San Pedro Business Improvement District (PBID)

**Date Submitted:** 08/05/2020 12:30 PM

**Council File No:** 17-1125

**Comments for Public Posting:** The San Pedro BID supports marketing programs and special events that are designed to increase vehicle, pedestrian and visitor traffic to the District to increase exposure to the owners and tenants of the parcels that pay the assessments. Further, our Visitors and Ambassadors programs are implemented to attract customers, users, employees, tenants and investors for the special benefit of our assessed parcels. While the San Pedro BID has not taken a formal action on this recommendation, it is consistent with our purpose and mission, as stated in the San Pedro BID Management Plan.

## Communication from Public

**Name:** Ellen Riotto

**Date Submitted:** 08/05/2020 01:51 PM

**Council File No:** 17-1125

**Comments for Public Posting:** The South Park BID provides clean, safe, community building, and economic development services to the 52-block area in the South West of Downtown that includes STAPLES Center, L.A. LIVE, the Convention Center, a number of smaller venues and restaurants, and residential population nearing 13,000. For the last year and a half, that work has included acting as a liaison between the community at large, dockless mobility companies, and the City. We assisted in the identification of dockless scooter drop-off locations and geofenced areas, and hosted a town hall meeting for residents with questions and concerns about the program to connect directly with the operators, LAPD, and the Council Office. On the ground, our Ambassadors are relocating improperly parked scooters, sanitizing handlebars, and during the first six months of a scooter education campaign, stopped 643 riders to share safety information and gave away 128 donated helmets. Needless to say, we support mobility options that are safe and accessible for users and non-users alike. That said, we have concerns about some of the recommendations that are included in the report. Specifically, the new requirement that scooters are equipped with lock-to capabilities raises some potential problems. While scooters improperly parked in the public right-of-way can present a hazard, they are easily moved by mobility company employees, passersby, and BID Ambassadors. As is true for many neighborhoods of Los Angeles, there are very few public bike racks in South Park. With the adoption of this requirement, we anticipate scooters being locked to transit benches, parking meters, street signs, metro bike stations, and private property; and Ambassadors will be unable to relocate them. Over the last year and a half, we've found that close partnership between the City, local organizations like ours, and dockless mobility operators is crucial to integrating dockless technology into a neighborhood. Given that this 180 page proposal was released last week, and our BID was not engaged at all by the consultants, we urge LADOT to follow the lead of surrounding cities by extending the current pilot program for six months, and to work collaboratively with operators, and local organizations like ours, to draft new rules and guidelines.