

## **Communication from Public**

**Name:** Central City Association  
**Date Submitted:** 07/31/2020 05:08 PM  
**Council File No:** 17-1125  
**Comments for Public Posting:** Please see attached letter.



July 31, 2020

Councilmember Blumenfield  
Chair, Public Works & Gang Reduction Committee  
*Via Email*

**Re: Proposed On-Demand Mobility Program Rules & Guidelines**

Dear Councilmember Blumenfield,

Central City Association (CCA) is committed to advancing policies that enhance Downtown Los Angeles' (DTLA) vibrancy and increase investment in the region. We know that DTLA is a major transit hub for the region and should consistently be at the forefront of mobility innovation which is why we supported the dockless bike and scooter pilot program since its inception. Micromobility has a crucial role to play in DTLA and our region more broadly as first-/last-mile transportation and a viable alternative to single-occupancy vehicles for short trips, especially when Angelenos are turning towards transportation options that allow for safe social distancing during the COVID-19 pandemic.

We recognize the City Council for moving forward with the next phase of the micromobility program, as well as LADOT's priorities of equity, safety, environmental resilience, and an open marketplace. However, there are a number of rules and guidelines that could significantly impact DTLA riders, stakeholders and operators. **We ask you and the City Council to delay implementation of the proposed rules and guidelines and continue the current program to allow for further collaboration between the City and external stakeholders.**

Delaying implementation of the new rules and guidelines would allow for further discussion of certain proposals including the new requirement that all operators provide a lock-to device which may have unintended consequences for DTLA stakeholders. While we agree that better infrastructure and education will alleviate some challenges identified during the pilot program, we're concerned that requiring the lock-to feature will allow users to attach the vehicles where they are unwanted, such as to a restaurant's patio gate, and potentially dangerous, such as an ADA ramp.

Time for additional input on the proposed micromobility program can sustain existing use and inform efforts to increase access and usage across the city. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Lall", is positioned above the printed name and title of the sender.

Jessica Lall  
President & CEO  
Central City Association of Los Angeles

cc: Vice Chair Ryu  
Councilmember Buscaino



Councilmember O'Farrell  
Councilmember Lee