AGENDA

Welcome/Introductions

Presentation: LMU Master Plan

Airport employees in private parking lots and streets

LAWA Sustainability Action Plan

Bottled Water Ban at Airports

Transit Tax on Ride Sharing

Insurance for scooter rider negligence – provided by scooter companies through fees charged

Crosswalk at Century & Sepulveda

LAX-It

HHH Report from Ron Galperin
https://lacontroller.org/audits-and-reports/high-cost-of-homeless-housing-hhh/

Policy Pillars Update

New Business
Good Morning Michelle, Jaime & Geoff,

We are at a breaking point with respect to airport employees taking over our private parking lots and streets. The property owners and their tenants are bearing an unusually high financial burden for the enforcement of airport employee parkers on our private lots and streets. In order to fully manage this encroachment, it will be necessary to hire around-the-clock security, parking enforcement and cleanup. (This does not even include the UBER, LYFT, TAXI, LIMO’s, VANS & BUSSES – which we will address in a separate email.)

The airport employees are parking all hours of the day and night. They report that they are charged anywhere from $60 to over $200 for parking in “airport-employee-approved areas” and then sadly, they cannot find a parking spot. Therefore, they have flooded into our business district. We have been forced to hire special parking enforcement teams to ticket and now after making upgrades to our towing signage, we will hire teams of parking enforcement and security and coordinate with Bruffy’s Tow and DOT Parking Enforcement to begin some hard enforcement of unauthorized parking in our private lots. That said, it would be our hope that airport management would find a way to insist that people who have the privilege to work or get contracts at LAX find a way to enforce the behavior of their employees.

In addition, it has come to our attention that the new parking facilities currently being constructed for airport employees are not large enough to house all LAX employees, which leads us to believe that this problem is designed to impact the Westchester Community for years to come. I hope that your team will see to it that this does not happen!

It is crucial that we work together and find a way to be good and upstanding neighbors. We are committed to creating a clean, safe and inviting gateway to what will soon be a “World Class Airport” and in kind, we hope that you will make it a priority to provide adequate parking for all who work at the airport and find ways to incentivize the use of that parking.

We look forward to creative and dedicated collaboration to correct the current situation and restore the cleanliness, safety and availability of our business-district parking. My office number is (424) 312-1515 and I look forward to hearing from you.

Miki Payne

C: Community Leaders
“Our City is committed to raising the bar and leading the way. Los Angeles has set aggressive goals for the City’s sustainable future, tackling the climate emergency with a plan to reach carbon neutral by 2045.” – Deborah Flint, CEO

August 2018: LAWA launched update to its Sustainability Plan

The Sustainability Action Plan (SAP)

✓ Focuses on energy conservation, air quality, water conservation, and waste reduction
✓ Establishes bold new metrics and targets in each resource area
✓ Develops actionable and achievable goals and programs
✓ Aligns with Mayor’s Green New Deal for LA and Sustainability pLAn.
LAWA compared its sustainability programs in each Resource Area with peer airports:

- San Francisco
- San Diego
- Dallas Fort Worth
- Denver
- Atlanta
- London Heathrow

LAWA developed Dashboard showing comparison to peer airports

Resource Consumption Comparison:

<table>
<thead>
<tr>
<th>Airport</th>
<th>LAW A</th>
<th>SAN</th>
<th>SFO</th>
<th>DFW</th>
<th>LHR</th>
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</thead>
<tbody>
<tr>
<td>Energy (kBtu/pax) - 2018</td>
<td>13.1</td>
<td>10.6</td>
<td>14.2</td>
<td>24.6</td>
<td>20.5</td>
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<tr>
<td>Total Water (gal/pax) - 2018</td>
<td>5.5</td>
<td>3.7</td>
<td>7</td>
<td>17</td>
<td>8.2</td>
</tr>
<tr>
<td>GHG Emissions (kgCO2e/pax) - 2018</td>
<td>1.1</td>
<td>0.89</td>
<td>0.42</td>
<td>2.5</td>
<td>3.1</td>
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### AIR QUALITY and GHG

LAWA air quality programs are best in class and above average in most areas.

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<tr>
<th>Below Avg</th>
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<th>Best-in-class</th>
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### WATER CONSERVATION

LAWA has achieved significant reduction in potable water consumption over the past decade. LAWAs water conservation efforts are above average but could improve transparency in usage characteristics.

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<tr>
<th>Below Avg</th>
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### ENERGY STEWARDSHIP

The existing energy sustainability programs at LAWA are currently falling short when compared to peer airports. There is significant potential for further energy and operational cost savings through additional programs concentrating on management, conservation and on-site generation.

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<th>Below Avg</th>
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### WASTE/ MATERIAL RESOURCES MANAGEMENT

LAWAs waste and materials management programs are falling short of regulatory requirements and peer airports and has significant opportunities for improvement.

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BOLDLY MOVING TO ZERO

LAWA embraces bold action to zero out our airport’s main sources of harmful emissions: transportation, buildings, electricity, and waste. LAWA’s airports embody our City’s commitment to net zero, showing the world how Los Angeles is stepping up.

• **Net Zero Electricity by 2045 for LAX and VNY**

• **Zero Potable Water for non-potable uses such as landscaping and LAX’s Central Utility Plant by 2045**

• **Develop Road Map to Zero Waste Facilities by 2020**

• **Eliminate food waste sent to landfills by 2028**

• **Carbon Neutral LAWA Operations by 2045**
SAP FOCUS AREAS
## Energy Management

<table>
<thead>
<tr>
<th>Achievements to Date</th>
<th>Targets</th>
<th>Key SAP Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Continuous annual reduction in energy use on per passenger basis since 2011</td>
<td>• Goal - Net Zero electricity / 100% Renewable electricity by 2045</td>
<td>Improve efficiency, green power generation, and resiliency through:</td>
</tr>
<tr>
<td>• Installment of a 1.5 MW solar power installation at VNY, projected to generate 44.6 million kilowatt hours each year – enough to power about 8,000 homes each year</td>
<td>• Interim Targets - Further reduce energy use per passenger: • 15% by 2025 • 30% by 2035</td>
<td>• Comprehensive Monitoring and Energy Management</td>
</tr>
<tr>
<td></td>
<td>Increase % of total energy from renewables: • 15% by 2025 • 25% by 2035</td>
<td>• Energy Project Identification and Implementation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• On-site Renewable Energy Generation and Energy Storage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Enhanced Sustainable Building Design Requirements</td>
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<td>• Education and Engagement</td>
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</tbody>
</table>
## Water Management

<table>
<thead>
<tr>
<th>ACHIEVEMENTS TO DATE</th>
<th>TARGETS</th>
<th>KEY SAP STRATEGIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Net 30% decrease in potable water usage since 2011</td>
<td>• Goal – Zero potable water for non-potable uses (e.g., landscaping, CUP, dust control) by 2045</td>
<td>Increase recycled water, reduce potable water and demonstrate leadership through:</td>
</tr>
<tr>
<td>• Development of a new advanced water purification facility that will come online in 2021</td>
<td>• Interim Targets - Further reduce potable water use per passenger: • 25% by 2025 • 30% by 2035</td>
<td>• Comprehensive monitoring and water use management</td>
</tr>
<tr>
<td></td>
<td>Increase % of total water used from reclaimed water: • 20% by 2025 • 30% by 2035</td>
<td>• Water Project Identification and Implementation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Expand reclaimed water network and usage</td>
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<td></td>
<td></td>
<td>• Enhanced building requirements to improve water efficiency and reuse</td>
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<tr>
<td></td>
<td></td>
<td>• Native and Drought Tolerant Landscaping</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Education and Engagement</td>
</tr>
</tbody>
</table>
### ACHIEVEMENTS TO DATE

- On-road vehicles at LAX must be alt fuel
- Largest fleet of electric airfield buses at any airport in the world, projected to result in CO2 emissions reduction of 308 tons annually
- Reduced ground service emissions (GSE) by 45% since 2015 through our first-ever GSE policy

### TARGETS

<table>
<thead>
<tr>
<th></th>
<th>Reduce air emissions and demonstrate leadership by achieving:</th>
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<tbody>
<tr>
<td></td>
<td>• Carbon neutrality by 2045</td>
</tr>
<tr>
<td></td>
<td>• Airport Carbon Accreditation (ACA) Level 3+ by 2023</td>
</tr>
<tr>
<td></td>
<td>• 100% zero-emission Buses by 2030</td>
</tr>
<tr>
<td></td>
<td>• 100% clean fleets by 2031</td>
</tr>
</tbody>
</table>

### KEY SAP STRATEGIES

- Ground Support Equipment (GSE) Emissions Reduction
- Clean Construction
- Clean Fleet
- Gate Electrification
- Improved Access to LAX
- Sustainable Freight Initiative
- Airlines Programs
- Technology Advancement Program
### ACHIEVEMENTS TO DATE

- 86% of LAWA’s construction and demolition debris by weight was recycled.
- The LAX Harvest Food Donation saw a total of 18.6 tons of food donated to local charities.
- LAWA’s pilot food waste program diverted 1.6 tons per week of food from the landfill.

### TARGETS

Expand food waste collection donation efforts, amplify education and outreach and improve reduction and recycling programs. Specifically:

- Achieve 25% operational non C&D waste diversion rate by 2025 and 50% by 2035
- C&D Diversion rate: 90% by 2025, 95% by 2035
- Develop Zero Waste Plan by 2020
- Eliminate food waste sent to landfill by 2028

### KEY SAP STRATEGIES

- Comprehensive Food Donation Program for LAX
- Expand LAWA Organic Waste Recycling Program
- Expand Source Reduction Programs and Plastic Water Bottle Replacement
- Create Roadmap to Zero-Waste by 2020
- Material Resources Management Education and Outreach
## Noise Management

### Achievements to Date

<table>
<thead>
<tr>
<th>ACHIEVEMENTS TO DATE</th>
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<tbody>
<tr>
<td>• $1.4 billion in funding from FAA and LAWA have been expended for sound insulation and property acquisition.</td>
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<tr>
<td>• Sound insulation ongoing at Lennox and Inglewood Unified School Districts</td>
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</table>

### Targets

<table>
<thead>
<tr>
<th>TARGETS</th>
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<tbody>
<tr>
<td>• Implement the LAX “Fly Quieter” Program</td>
</tr>
<tr>
<td>• Launch web-based noise portals for LAX and VNY.</td>
</tr>
<tr>
<td>• Continue with the Sound Insulation Grant Program as funds are identified.</td>
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### Key SAP Strategies

<table>
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<tr>
<th>KEY SAP STRATEGIES</th>
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<tbody>
<tr>
<td>• Implement Fly Quiet Program</td>
</tr>
<tr>
<td>• Optimize Web-based Noise Portals</td>
</tr>
<tr>
<td>• Continue noise-limiting policies at LAX and VNY</td>
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November 5, 2019
### Corporate Social Responsibility

#### ACHIEVEMENTS TO DATE

- Initiated the Landside Access Modernization Program (LAMP), which will dramatically increase environmentally efficient options for travelers and guests to arrive at LAX when complete in 2023.

#### KEY SAP STRATEGIES

- Improve and expand Workforce Development programs
- Improve and expand Small and Local Business Support programs
- Create new partnerships with External Stakeholders
- Continue to monitor and track LAMP process and other CIP projects.
- Expand internal partnerships within LAWA.
- Develop and expand the LAWA—Los Angeles Unified School District Career Pathways Partnership and the LA Urban League Engagement in Underserved Communities.
- Improve and expand Workforce Development programs
- Improve and expand Small and Local Business Support programs
- Create new partnerships with External Stakeholders
Stakeholder Outreach

Introduction to Draft Plan and Process
Q1/Q2 2019

25+ meetings held

- Mayor’s Office & Elected Officials
- Airlines and Operators
- Neighborhood Groups
- Environmental Groups
- Agencies and Business Groups

LAX Sustainability Symposium
July 16, 2019

- Introduction to the Sustainability Action Plan
- Panel Discussion on Future of Sustainability in Aviation
- Expo showcasing sustainability efforts by LAWA and other agencies

2nd Round of Outreach
Ongoing - Q3 2019

- Mayor’s Office & Elected Officials
- Airlines and Operators
- Neighborhood Groups
- Environmental Groups
- Agencies and Business Groups
**Stakeholder Outreach**

<table>
<thead>
<tr>
<th>Upcoming Meeting Dates</th>
<th>Stakeholders</th>
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<tbody>
<tr>
<td>October 3, 2019</td>
<td>CM Bonin</td>
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<tr>
<td>October 3, 2019</td>
<td>Heal The Bay</td>
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<tr>
<td>October 7, 2019</td>
<td>Natural Resources Defense Council</td>
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<td>October 8, 2019</td>
<td>Mayor's Office, Office of Sustainability</td>
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<tr>
<td>October 10, 2019</td>
<td>Friends of Ballona Creek</td>
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<tr>
<td>October 11, 2019</td>
<td>Coalition for Clean Air</td>
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<tr>
<td>October 17, 2019</td>
<td>Westchester Playa NC Aviation Committee</td>
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<tr>
<td>October 2019</td>
<td>LMU Center for Resiliency</td>
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<td>October 2019</td>
<td>The Bay Foundation</td>
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<tr>
<td>October 2019</td>
<td>Sierra Club</td>
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</tbody>
</table>
Timeline and Next Steps

May/June 2019
- LAWA Executive Team to review strategies

July 2019
- Draft Plan and Public Symposium

Q3/Q4 2019
- BOAC Adoption of Plan

Q4 2019 +
- Plan Execution & Implementation Roadmap
Bottled Water Ban at Airports

There's a big loophole in the new SFO plastic water bottle ban

By Madeline Wells, SFGATE | Updated 12:34 pm PDT, Tuesday, August 20, 2019

San Francisco International Airport made headlines this month with its new ban on plastic water bottles — a step towards its goal of becoming the first zero waste airport in the world. However, with the ban going into effect on Aug. 20, there's one big loophole: plastic water bottles larger than one liter can still be sold.

As confirmed on the SFO website, "This policy covers drinking water in a sealed box, bag, can, bottle or other container intended mainly for single-service use and having a capacity of 1 liter or less."

Perhaps a more accurate name for the policy would be the Tiny Plastic Water Bottle Ban.

The plastic ban also does not apply to flavored beverages, including sodas, teas, and juices, so travelers can still get their pre-flight seltzer fix. It applies to restaurants, cafes, and vending machines at the airport — but not beverages served on the plane.

While SFO fliers can still load up on giant plastic water bottles, if they're looking for a more manageable size they'll have to purchase a single-use water bottle in recyclable aluminum, recyclable glass, or compostable packaging — or, just bring a reusable bottle. These can be refilled at any of SFO's approximately 100 hydration stations.

The airport hopes to achieve zero waste going to landfill by 2021, so expect more new environmentally friendly changes in the near future.

Madeline Wells is an SFGate editorial assistant. Email: madeline.wells@sfgate.com | Twitter: @madwells22

The latest dumb idea from San Francisco – banning plastic water bottles at the airport

AUGUST 07, 2019 TIM ANAYA

San Francisco has most recently been known more for its quality of life problems and lack of affordability than the home of Alcatraz and the Golden Gate Bridge.

You would think that city officials would be doing everything they can to lure both tourists and business travelers back to the City by the Bay.

Apparently, San Francisco’s reputation as being the 4th most expensive city in America, having the world’s 5th-worst traffic congestion, and its out-of-control homeless problem were not enough. It now wants to start annoying travelers the moment they land in San Francisco.

San Francisco International Airport announced last week that, starting on August 20, the airport’s shops and restaurants may no longer sell plastic water bottles. In a troubling display of government officials trying to dictate people’s beverage choices, there is even an “SFO approved water bottle list” on the airport’s website, which lists in painful detail the brands and packaging of water that are approved for sale at the airport.

According to the airport, only “reusable water bottles, recyclable aluminum, glass and certified compostable water bottles can instead be provided or sold” after August 20. Airport spokesman Doug Yakel told the San Francisco Chronicle that, “we’re the first airport that we’re aware of to implement this change.”

Sadly, they’re not the first in California to propose banning plastic bottles.

As our Kerry Jackson wrote earlier this year, California lawmakers “have a new target in California’s war on plastics: those handy bottles of shampoo, conditioner, body wash, and lotion that hotels hand out guests.” Assembly Bill 1162 would ban those. Let’s look at the real, practical problems caused by this plan.

The plan has the effect of government picking winners and losers among bottled water producers. Why is government effectively outlawing the sale of an otherwise-legal product as benign as plastic water bottles? Californians should have the choice to decide which legal products we buy and consume. We don’t need government bureaucrats and the airport dictating our bottled water choices.
As a practical matter, travelers can’t take their own water with them into the airport. No one can bring more than 3 ounces of any one liquid through security under the security initiatives that have been in place at U.S. airports since 9/11.

It could also complicate the loading of airplanes as passengers are already luging too much onto planes and overhead bin space is at a premium. Encouraging people to lug large and bulky metal reusable water bottles onto planes will make this problem even worse.

Additionally, this proposal is likely to make airports – which are already a hotbed of germs – even bigger epicenters of illness. When you drink out of a public water fountain, you never really know how recently or how often they are cleaned.

According to Penn State University, “there are many damaging pathogens that live in water fountains, which cause people to get sick. E-coli, legionella, and coliform are three types of bacteria found in water fountains. Drinking water also contains viruses, chemicals, and metals. These types of bacteria can cause stomach problems and pneumonia-like symptoms such as headaches, vomiting and diarrhea.”

If the goal of San Francisco officials is to cut down on littering and improve plastic recycling rates, then public policy solutions should be aimed there rather than dictating consumer choices. It seems clear that all the fuss from this “only in San Francisco” proposal will be for naught. As Kerry Jackson noted in a recent City Journal op-ed, “only about 1 percent of all plastic in the oceans is from the U.S.; California’s contribution to the mess is negligible.”

The real mess here will be the hassle felt by travelers in and out of San Francisco airport, who just want a cheap and easy-to-handle bottle of water while traveling. Apparently, that’s too much to ask when visiting San Francisco. Meanwhile, the city’s well-deserved reputation as a place not worth the headache of visiting will surely grow because of this ridiculous, virtue-signaling mandate.

Tim Anaya is the Pacific Research Institute’s communications director.
“First, as has been widely publicized, surveys of TNC users have consistently found greater impacts on public transit than personal vehicle use. The research summary on the next page shows results from studies conducted by academic and governmental researchers. Although the results vary somewhat by locality, the overall picture is clearly that most TNC users would have taken public transportation (15-50 percent), walked or biked (12-24 percent), or not made the trip (2-22 percent) had TNCs not been an option. Consistently across surveys, about 40 percent would have used a personal vehicle or taxi, with surveys generally showing about an even split between the two. Thus, the overall results show about 60 percent would go by transit, walking, biking (or not make the trip) while about 20 percent would have used their own car and 20 percent a taxi. These results clearly show that instead of “replacing the personal auto,” TNCs in large cities are primarily supplanting more space-efficient modes such as bus, subway, biking and walking.”

-----------------------------------------
Curbed

Lyft, Uber increase traffic 180 percent in major cities, says report
Riders are giving up public transit—not their cars—in favor of ride-hailing trips

By Adam Brinklow  Jul 27, 2018, 12:02pm PDT

Bruce Schaller, a transit consultant who served as deputy commissioner for traffic and planning in New York City, released a new report (“Automobility”) Wednesday examining the effect of transit network companies (TNCs) like Lyft and Uber on city traffic.

While Schaller’s findings highlight some benefits of ride-hailing apps, including increased mobility for riders with disabilities and as a valuable supplement to public transit in areas where bus service is inadequate, “Automobility” draws unflattering conclusions for SF-based TNCs.

A few of Schaller’s findings:
• **Ride-hailing trips are concentrated mainly in a few large cities, including SF:** “Seventy percent of Uber and Lyft trips are in nine large, densely populated metropolitan areas: Boston, Chicago, Los Angeles, Miami, New York, Philadelphia, San Francisco, Seattle, and Washington DC.” These nine cities accounted for 1.2 billion rides in 2017.

• **Ride-hailing trips are by far more popular in SF than anywhere else:** In 2017, Schaller estimates that San Franciscans took 75 million trips via ride-hailing apps. That’s not only more than almost any other city, it’s also the most in terms of rides per population density, some 86 rides per person. The only city with a higher TNC ride volume is New York, which clocked 159 million; however, New York is also the sole city that still prefers taxis, taking 167 million cab trips the same year.

• **Critically, Schaller alleges that TNCs compete with public transit, not private cars:** “[Rider surveys indicate] about 60 percent of TNC users in large, dense cities would have taken public transportation, walked, biked, or not made the trip if TNCs had not been available for the trip.”

• **The report alleges that Lyft and Uber generate more traffic congestion:** “Private-ride TNC services (UberX, Lyft) put 2.8 new TNC vehicle miles on the road for each mile of personal driving removed, for an overall 180 percent increase in driving on city streets.”

• **And TNC expansion won’t fix it:** The companies often argue that in the long run, if ride-hailing apps become the norm instead of personal driving, it will lead to a net decline in miles. But Schaller estimates that “Lyft’s recently announced goal of 50 percent of rides being shared by 2022 would produce 2.2 TNC miles being added to city streets for each personal auto mile taken off the road.”

• **Self-driving cars would be most useful in the form of shuttle-like group commutes:** “A widely-cited travel model for Lisbon, Portugal, for example, found that traffic could increase by approximately 50 percent if travelers favored autonomous ‘regular taxis’ that are not shared. On the other hand, the model showed a 37 percent decline in vehicle kilometers, and total elimination of congestion, under a shared-taxi scenario.” Presently, TNC rides remain primarily single-passenger trips.

For Schaller’s full report, including his list of cited sources, [check it out here](#).

![Photo by Emma McIntyre/Getty Images for goop](image)

In response, Zipcar CEO Robin Chase penned a [CityLab op-ed](#) pointing the finger over traffic woes at car culture, not ride-hailing apps:

Cities have been congested and transit has been poorly used for years before these companies set up shop. [...] Taxis plus ride-hailing plus carsharing account for just 1.7 percent of miles traveled by urban
dwellers, while travel by personal cars account for 86 percent. [...] Streets are congested and too few people choose mass transit now, like last year and the year before that and the year before that.

Uber spokesperson Matthew Wing told Curbed SF, “We wholeheartedly agree with several of Mr. Schaller’s proposed public policies.” But he called the study “fundamentally flawed in several areas,” arguing that ride-hailing trips increase mobility to areas underserved by public transit like small towns.

Wing also said, “2018 has already dramatically changed the nature of our service,” emphasizing the company’s expansion into bikes and scooters.

Via email, Lyft spokesperson Campbell Matthews dubbed Schaller a “taxi cab consultant” (citing a Curbed SF story as the company’s source) and touted other studies, noting, “According to Inrix, congestion declined five percent in the Bay Area last year, even as Lyft trips increased 49 percent.”
Pedestrians and e-scooters are clashing in the struggle for sidewalk space

By Peter Holley | January 11, 2019 at 12:08 PM EST

By the time John Meuleman noticed the Bird scooter on the ground outside the entrance of San Diego’s SDCCU Stadium, he would later tell relatives, it was too late. The 75-year-old was already writhing on the pavement after tripping over the device, his right knee throbbing in pain, he recalled.

Meuleman was taken to a hospital, where X-rays revealed his knee was shattered in four places, according to a copy of the medical report.

Unable to walk during his recovery, the formerly active retiree relocated from his home in Boston to an assisted-living facility in Florida to be closer to family. There, his health rapidly deteriorated, according to his daughter, Robin Miskel. Nearly two months after his accident, Meuleman died days after doctors discovered he had metastatic bone cancer.

Though she doesn’t blame Bird for her father’s death, Miskel said her family is considering suing the company for her father’s injuries, saying its practices “robbed him of a chance of any quality of life for his last weeks on earth.”

She added, “This accident was completely avoidable. . . . What other mode of transportation can you just leave in the middle of the sidewalk with no repercussions?”

Citing rider privacy, a Bird representative said the company does not comment on “specific incidents.”

For months, public officials, doctors and scooter company employees have warned about the dangers associated with riding electric scooters, which have appeared in more than 100 cities worldwide since last year. At the same time, in emergency rooms across the country, trauma doctors have reported an influx of severe injuries among users of the devices that began as soon as they appeared on city streets.

Now, many of these people are beginning to warn about the dangers the devices pose to pedestrians. There are no official numbers illustrating how frequently pedestrians are injured by scooters, but doctors interviewed in five cities say badly injured pedestrians are showing up in trauma centers multiple times a week.

In San Diego — where thousands of e-scooters have flooded the streets — the founder of one neighborhood group told the city council’s public safety committee that his elderly neighbors are afraid to set foot outside, knowing a broken hip can be a debilitating injury requiring surgery. Curt Decker, executive director of the National Disability Rights Network, said the devices are a commuting nightmare for the visually impaired and those who get around via wheelchair.

While able-bodied people can usually maneuver around e-scooters, the elderly and disabled can have a much harder time, said Wally Ghurabi, medical director of the Nethercutt Emergency Center at the UCLA Medical Center in Santa Monica.

“I’ve seen pedestrians injured by scooters with broken hips, multiple bone fractures, broken ribs and joint injuries and soft tissue injuries like lacerations and deep abrasions,” he said, estimating he sees several people injured by e-scooters each week.

Last month, the Centers for Disease Control and Prevention announced plans to study the health risks associated with the devices by analyzing injuries to riders and pedestrians in Austin over two months.
Charged overnight by scooter company workers, e-scooters are left on city streets during the day, where they can be accessed using an app. Because the devices are dockless, they can be left anywhere, including on crowded sidewalks, once a user has finished riding.

Though laws differ nationwide, in many cities, riding e-scooters on sidewalks is banned, with Denver being a notable exception before its city council outlawed the devices on sidewalks this week. In some cities, such as Austin and Washington, riding on sidewalks is permitted in some areas but not in others.

Two of the largest e-scooter companies, Lime and Bird, say that safety is a top priority and that they encourage riders to follow local regulations. Lime says the company is investing more than $3 million to “promote safe-riding behavior and proper etiquette.”

Bird says the company provides in-app safety information tailored to local laws. In some cities, the company also employs “Bird Watchers,” whose job it is to ensure the company’s devices are “parked and picked up correctly,” a Bird representative said. “Bird instructs riders to follow all local rules regarding e-scooter riding. We are deeply committed to the safety and well-being of the entire community, and so we make a concerted effort in every city where we operate to provide safety information to our riders that reflects their city’s rules.”

Regardless of local laws, critics say, scooter riders — often lacking access to bike lanes and hoping to avoid speeding cars — frequently take refuge on crowded walkways. The results can be deadly.

In August, a Spanish teenager riding an electric scooter while reportedly looking at his phone struck a 90-year-old woman out for her daily walk, according to the newspaper El País. The victim died due to severe head injuries several days later, becoming the first pedestrian publicly identified as being killed by an e-scooter. According to El País, prosecutors have said the teenager may face involuntary manslaughter charges.

Efforts to confirm details from the case, such as the defendant’s name, were unsuccessful.

A month earlier, Cody Daniels said, he was walking out of a parking garage in downtown Dallas when he was mowed down by a man traveling “full speed” on a Lime scooter. The rider left the scene.

The 200-pound 32-year-old was left with scrapes on his knee and face, as well as a deep gash above his right eye that required seven stitches.

He couldn’t pay for a lawyer, and with no way to track down the rider, Daniels said, he paid a $250 urgent-care medical bill himself and tried to “move on.”

Though his physical injuries healed, he said, the accident has made him anxious.

“I’m paranoid now,” said Daniels, who lives and works in an area where packs of e-scooter riders are commonplace. “Every time I turn the corner, I peek out real quick to make sure somebody isn’t coming on a scooter. I’m always looking out for them everywhere I go.”

In October, multiple pedestrians joined a class-action lawsuit in Los Angeles County Superior Court, accusing Lime and Bird, as well as other e-scooter companies, of “gross negligence” and “aiding and abetting assault.”

Responding to the allegations, Bird said cars “remain the greatest threat to commuters.”

Lime said the company is reviewing the complaint.
How will the lawsuit fare? Legal experts say the patchwork of differing rules suggests that establishing liability in cases involving e-scooters and pedestrian injuries will largely depend on where accidents take place and the circumstances. In the coming years, they say, test cases will give the industry a clearer definition of liability.

Unlike shared bicycles, they say, which tend to place liability on the user, or vehicles, which are covered by liability insurance, e-scooters operate in a gray zone in which liability is often undefined. The difference between tripping over a scooter left on the sidewalk and tripping over a random piece of trash is that it is likely a scooter’s owner or rider can be identified, one expert said.

In some situations, multibillion-dollar scooter companies may be held liable, but in others, reckless scooter riders, local governments or their insurers could be forced to compensate injured pedestrians, according to Bryant Walker Smith, a law professor at the University of South Carolina who is teaching a technology law class next semester exploring e-scooter regulation.

The question for courts surrounding electric scooters will be whether someone — or something — behaved unreasonably, Smith said, whether that’s an e-scooter company, a local government or someone who left a scooter on a sidewalk.

“Was that person legally required to act and did their failure to reasonably act cause a pedestrian’s injury?” Smith added. “Pretty soon, judges will face injured people with limited options, and they will begin to answer that question by creatively shaping the law.”

In Cincinnati, where riding e-scooters and bicycles on the sidewalk is illegal, the city council has forced scooter companies to create a $1 million fund covering medical costs and lost wages incurred by injured pedestrians.

It’s a step in the right direction, council member David Mann said, though he added that he’s still troubled that police are being forced to monitor sidewalk riders.

“We’re using precious police resources to deal with a problem caused by a profit-making company,” he said. “It’s just bizarre, in my opinion, that we have to deal with this. We have lots of wide streets and walking pathways.”

Tara Williams, 44, was returning to work from lunch in late August when a young man riding an e-scooter ran a red light and slammed into her, throwing her to the ground, she said. Williams said she has racked up about $1,000 in medical bills, and though Bird agreed to cover it, she said, the company’s insurance provider refused. Williams paid the bill herself, noting she had never heard of a $1 million fund for pedestrian injuries.

Bird narrowed down the suspect to three people, whose accounts were suspended, Williams said. But Bird refuses to reveal the rider’s identity, citing privacy laws, she added.

Without disputing the details of Williams’s claims — or explaining why the company wouldn't pay her medical costs — a Bird representative declined to comment.

“We see tons of little kids on these scooters, some of them not even tall enough to see over the handlebars,” said Williams, who is convinced the person who hit her was a teenager. “They’re just whipping around not even looking for pedestrians, and there’s no repercussions for them using Bird’s property.”

Bird requires riders to upload a driver’s license to confirm they’re at least 18. A company representative said Bird also encourages people to report “irresponsible behavior” to local authorities.

“We investigate each report, cooperate with local authorities, and take appropriate next steps, which can include removing individuals from the platform,” the representative added.
But if there’s one city experiencing the greatest friction between e-scooters and pedestrians, it may be San Diego, which has a large population of retirees and e-scooter-using tourists.

Mayor Kevin Faulconer has proposed regulating scooters by restricting their speed to 8 mph in busy pedestrian-traffic zones, and California law bars e-scooters from being operated on sidewalks.

But Jonathan Freeman, the founder of Safe Walkways — a Facebook group started by concerned neighbors that seeks to keep scooters off sidewalks — wants the city to ban e-scooters until companies can ensure they are ridden only on the street.

Freeman said his elderly neighbors, terrified to walk along the city’s waterfront promenades for fear of being struck, find themselves under self-imposed house arrest.

“A 200-pound projectile traveling at 8 mph is going to do severe damage to an elderly person, a disabled person or any person traveling on foot who is hit by them,” he said. “The mayor’s proposal is a non-starter — an utterly ridiculous proposal.”
In March, the city launched a one-year pilot program for dockless vehicles, allowing scooter and electric bike companies to bring tens of thousands of the devices to Los Angeles. The program came with the hope that this will get more people out of cars, but with the caveat and knowledge that it will be a work in progress. Six months in, Downtown Los Angeles has emerged as a key neighborhood, with devices parked — or plopped — on seemingly every block.

The results so far appear mixed, with some people using them to bridge the first-mile, last-mile gap posed by public transportation options, and others angered over scooter “clutter.” Many riders seem unsure whether to use the devices on sidewalks or the street, while police deal with the challenge of whether to spend their time ticketing scofflaws (sidewalk riding is illegal).

The pilot program, implemented by the Los Angeles Department of Transportation, was the result of nearly two years of discussions, and established a slate of guidelines for dockless vehicle operators. Permits were issued to eight companies in March, and so far approximately 36,000 vehicles have been green-lighted in Los Angeles, according to LADOT, more than any other city in the United States. Approximately 30,000 are scooters operated by companies including Bird, Lime and Lyft. Dockless bicycles account for the remaining stock, operated by companies such as Wheels, Spin and Jump.

While some communities are filled with devices, more are coming. According to the LADOT, only about 20,000 vehicles had actually reached city streets by June, with the remaining 16,000 eligible to be deployed. The greatest number of devices, approximately 7,700, are in Council District 11, which includes Venice. The 14th District, which covers Downtown, ranks fourth, with 3,300 vehicles, though maps that chronicle the density of deployment show that the Central City is among the most packed neighborhoods for the devices.

In a prepared statement, a spokesperson for LADOT said that the vehicles are cutting the number of car trips in the city. According to the department, there are nearly 1 million dockless vehicle trips each month in Los Angeles.

“Those one million dockless trips translate into one million single occupancy vehicle trips avoided,” the statement read. “This is a good reminder that access to various transportation choices helps connect us to more people and to more places.”

Clutter and the Community
Dockless vehicle users download an app to a smart phone and then scan a device to use it. They often pay about $1 to activate it, and 15 cents per mile traveled. Helmets are encouraged, though California law does not mandate their use. While companies ask riders to be considerate, the devices can be dropped anywhere.

In the effort to address clutter, the pilot program allows people to report improperly parked vehicles on the city’s My311 app. Once a report is made, operators have two hours to address the issue. LADOT reserves the right to revoke or modify pilot permits for companies that do not follow the rules. It is uncertain if any companies have faced penalties.

The app has been used frequently in Downtown. According to a recent LADOT report, CD 14 accounted for 587 service calls through June, second only to the 1,687 requests in Council District 11.

Timothy Li, a Little Tokyo resident, said that he reports scooters blocking driveways and sidewalk onramps “nearly every day,” with concerns that they make life difficult for the neighborhood’s senior citizens.

“I see a lot of people just leave the things near crosswalks so I report them and then move them out of the way,” Li said. “The public shouldn’t be the ones that have to be on top of it.”

The LADOT requires riders to leave vehicles within what is called the “furniture zone,” the space between the curb and where pedestrians walk. LADOT asks that at least six feet of space be left for pedestrians and persons with disabilities to pass. Yet that requirement is nearly impossible to enforce.

Geoffrey Straniere, a senior project coordinator with the city’s Department of Disability, said that elderly and disabled individuals increasingly raise the issue of improperly parked scooters blocking sidewalks and bus stops.

Yet Straniere noted that few sidewalks in Downtown are wide enough to satisfy everyone.
“We can’t just knock buildings out of the way because we want a six-foot sidewalk,” Straniere said. “I really do want a six-foot sidewalk, but that’s just the type of thing that we have to address with development moving forward, and we’ll have to come up with solutions for the vast majority of the sidewalks that we have here in Los Angeles.”

LADOT has also created nearly 50 “drop-off zones” in Downtown, which are marked by paint and text on the sidewalk, though users are not required to park devices there.

During a June town hall meeting on the subject of scooters, representatives for Lime, Jump and Bird said that they are working to encourage good rider behavior, including perks for those who submit images of their properly parked vehicles.

Many operators noted that they reserve the right to kick riders off of the platform if they are the source of repeated complaints.

In a prepared statement, a Bird spokesperson pointed to an in-app feature called “Community Mode” that allows people to directly report improperly parked scooters to the company. Bird has the second largest stock of vehicles in the city, with 6,500 permitted.

“These reports help Bird promptly respond and take appropriate action, including removing people from our platform,” the statement read.

Uber, which owns the dockless mobility operator Jump and has the third larger roster of vehicles citywide, declined a request to comment.

A representative for Lime, which has the largest fleet of dockless vehicles in Los Angeles, said that the company is partnering with LAPD to hold rider safety and etiquette events.

At the town hall, José Elias, Metro Bike Share Coordinator, reiterated that the rules and regulations guiding dockless vehicles are meant to be augmented based on community response.

“It is a pilot program,” Elias said. “That is why we are here, to see what works and what needs changing.”

**Health and Safety**

While improperly parked vehicles cause consternation, a greater issue in Downtown may be safety, particular the risks for pedestrians from riders who duck rules and whip the speedy vehicles along sidewalks.

Vanessa Conklin, who lives next to Grand Central Market, said she keeps her head on a swivel as riders blow past her on the sidewalk. Still, she said she is seeing more people now riding in the streets.

“It seems to be getting better, Conklin said. “At first it was a few groups of riders that would almost take over the sidewalks. They still use the sidewalks but it’s not as many.”

Mobility advocate Terenig Topjian lauded the expansion of dockless vehicles. Still, he acknowledged a point that many users have touched upon: Riding scooters on Downtown streets that lack protected lanes — and instead just have painted stripes or no designated area — makes riders feel unsafe and deters some people from using the streets.

“If you don’t have a lane for bikes and scooters you feel unsafe right next to the cars, and there are parked cars [whose drivers] are going to open their doors,” he said. “Sometimes I myself find going on the sidewalk at a slower speed just for safety reasons.”

According to the Los Angeles Fire Department’s Emergency Medical Services Bureau, from Jan. 1-May 25 there were 160 accidents involving scooters in the city. Fifty-nine people were transported to a medical facility.

A recent LADOT report stated that there were 52 traffic collisions involving scooters from January through the end of April. It is unclear how many were the result of a scooter on the sidewalk.

The prevalence of dockless devices has drawn some scrutiny from elected officials. In June, 11th District Councilman Mike Bonin (who chair’s the Council’s Transportation Committee) called for a reduction of the fleet size, while First District Councilman Gil Cedillo has sought, so far without success, to ban the vehicles from Chinatown by excluding the neighborhood from the pilot program. At the same meeting, the council directed the fire and police departments to explore a new fine structure to deter riders from using sidewalks.

Currently, riding on the sidewalks nets a $197 fine.

“It’s basically the wild wild West,” Cedillo said. “One day all of these scooters just showed up in my district. They have disrupted my district, a district of immigrants and seniors and new families, because there are no rules and regulations.”
In a July 30 letter to the City Council, Caroline Samponaro, Lyft’s head of micromobility policy, acknowledged Cedillo’s concerns while noting that the company is working on safety and parking solutions including end-of-ride photo requirements, incentivizing the use of city parking zones and tipped scooter sensors. “As Councilmember Cedillo’s motion indicates, there are policy concerns related to scooters regarding safety and clutter,” the letter states. “Lyft takes these concerns seriously and continues to incorporate stakeholder input to implement solutions.”

During the June meeting Councilman David Ryu, whose Fourth District includes portions of Hollywood and Koreatown, which have also seen heavy scooter deployment, said that the pilot program was instituted to avoid the scenario that Cedillo was describing. “These new technologies are really coming at full speed and we want to make sure that we are ahead of the curve and not behind it,” Ryu said.

An LADOT spokesperson said that the department will evaluate the program after a year in regards to public safety, equitable access and sustainability. Currently, the department provides quarterly updates to the council.

sean@downtownnews.com.
Good Morning Michelle, Jaime & Geoff,

We are at a breaking point with respect to airport employees taking over our private parking lots and streets. The property owners and their tenants are bearing an unusually high financial burden for the enforcement of airport employee parkers on our private lots and streets. In order to fully manage this encroachment, it will be necessary to hire around-the-clock security, parking enforcement and cleanup. (This does not even include the UBER, LYFT, TAXI, LIMO’s, VANS & BUSSES – which we will address in a separate email.)

The airport employees are parking all hours of the day and night. They report that they are charged anywhere from $60 to over $200 for parking in “airport-employee-approved areas” and then sadly, they cannot find a parking spot. Therefore, they have flooded into our business district. We have been forced to hire special parking enforcement teams to ticket and now after making upgrades to our towing signage, we will hire teams of parking enforcement and security and coordinate with Bruffy’s Tow and DOT Parking Enforcement to begin some hard enforcement of unauthorized parking in our private lots. That said, it would be our hope that airport management would find a way to insist that people who have the privilege to work or get contracts at LAX find a way to enforce the behavior of their employees.

In addition, it has come to our attention that the new parking facilities currently being constructed for airport employees are not large enough to house all LAX employees, which leads us to believe that this problem is designed to impact the Westchester Community for years to come. I hope that your team will see to it that this does not happen!

It is crucial that we work together and find a way to be good and upstanding neighbors. We are committed to creating a clean, safe and inviting gateway to what will soon be a “World Class Airport” and in kind, we hope that you will make it a priority to provide adequate parking for all who work at the airport and find ways to incentivize the use of that parking.

We look forward to creative and dedicated collaboration to correct the current situation and restore the cleanliness, safety and availability of our business-district parking. My office number is (424) 312- 1515 and I look forward to hearing from you.

Miki Payne

C: Community Leaders
LAX COASTAL CHAMBER OF COMMERCE
POLICY PILLARS

Economic Growth

Taxation
The Chamber endorses tax policies that would enhance the competitiveness of our local businesses, such as the business tax reforms that would make the City more comparable to surrounding cities so that our businesses are not put at an economic disadvantage and allowing for further business development and worker retention.

Tourism
The Chamber supports policies that aim to maintain and increase the regions’ booming tourism industry. With more than 25 million visitors coming to Los Angeles each year, the Chamber recognizes the industry’s importance to our regions economic stability and growth.

Human Resources

Education
The Chamber believes that a workforce equipped with the skills for today’s and tomorrow’s jobs is critical for the future of the region’s economy. The Chamber supports educational reforms that would bring increased community engagement, promote autonomy and entrepreneurship, and create a school system that fulfills the needs of employers for a highly skilled workforce.

Public Safety
The Chamber considers safety to be a top priority, and supports increasing the size and presence of our police and fire departments for an increase in response times and a further decrease in the crime level. In this regard, the Chamber believes that existing “force redeployment” policies need to be examined for their long-term impacts and to assure a minimum level of police patrol car presence in our community.

Infrastructure

Airport
The Chamber has long held as it’s litmus test for any proposed modification of LAX that it not a) have any Western Terminal or Western Vehicular Access; b) have any “Ring Road” or c) adversely impact the Westchester Business district. As such it has expressly rejected prior proposed plans A, B and C all of which also proposed to increase the capacity of LAX to the detriment of our surrounding communities. The Chamber is also opposed to any plan which will cause a greater noise impact on our communities including any plan to relocate runways northward.

Land Use
The Chamber supports policies that encourage smart growth planning that is transit-oriented for the appropriate placement of development, without displacing existing residential, commercial and industrial land uses that are significant to preservation of a healthy and appropriately designed jobs-housing balance.

Transportation
The Chamber believes that as the nation’s top gateway and the area with the most automobiles per capita, the region cannot afford to continue to ignore the effect that traffic congestion is having on our economy and quality of life. The Chamber supports policies that improve mobility and relieving congestion on our roads and freeways to maximize the region’s ability to move people and goods, in particular, the Chamber has supported initiatives to extend the Green Line to the North.

Energy/Environment
The LAX Coastal Area Chamber of Commerce supports efforts to reduce our city’s dependence on dirty-burning coal, while at the same time moving toward renewable forms of energy. The Chamber supports recycling, conservation and green development, including the efforts of developers to earn LEED certifications for all new construction. The Chamber supports the efforts of Renew L.A. to convert trash into clean, renewable energy, alternative fuels and other useful products. The Chamber is also aware that it is critical for business attraction and retention to improve our existing infrastructure and find
new, reliable sources for natural gas, water and other resources critical to the sustained growth of our community and economy.

**Business Climate**

The LAX Coastal Area Chamber of Commerce supports a positive environment in which businesses in our local area, city, region and state can continue to flourish and remain competitive. In addition to supporting its Economic Growth Policy Pillar, the Chamber supports the following:

- Sensible changes in state labor laws and regulations aimed at making the workplace easier to administer;
- Changes in tax policy that keep businesses competitive;
- Local efforts to implement roadway improvements, infrastructure projects and other construction in a way that impacts the fewest businesses as possible; and
- Revisions to the state’s workers’ compensation system to bring balance and fairness to what has become a contentious system.

*Added 2009*

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**Business Climate**

Across the board, that the chamber opposes government mandated unionization and supports unionization as a worker’s choice.

**Marina del Rey**

The Chamber supports reasonable redevelopment of unincorporated Marina del Rey that is articulated by the certified Local Coastal Program, which establishes the appropriate mix of recreational boating facilities, residential units, visitor-serving facilities, office and commercial space, and open space. The Chamber supports redevelopment projects that serve to revitalize Marina del Rey according to the vision and standards of the certified LCP. The Chamber recognizes that Marina del Rey, which requires a mix of new and renovated improvements, is a vital tourist destination as well as recreational resource for the citizens of Los Angeles County. The Chamber supports redevelopment projects that provide needed new housing, improve the recreational and visitor-serving purposes, promote greater pedestrian access throughout the Marina, and advance boating opportunities, including the development of dry stack storage.