

BB

TRANSPORTATION

**MOTION**

Measure HLA and resulting implementation of mobility improvements in accordance with the 2035 Mobility Plan is just the start of making our City safer for all roadway users. The right-of-way for bicycle lanes must be protected to ensure safe use. Across the city, vehicles are observed parking or idling in bicycle lanes, forcing people bicycling into dangerous situations.

As allowed by AB 917, Los Angeles is piloting the enforcement of parking violations in bus lanes and bus stops. This partnership between Metro and the Los Angeles Department of Transportation is ensuring that people that rely on transit can get to their destination with minimal disruptions to the reliability and efficiency of transit facilities.

Similarly, AB 361, allows jurisdictions to enforce parking violations in bicycle lanes with the use of Automated License Plate Reader camera technology. A six week pilot in the City of Santa Monica identified 1,700 parking violations in bicycle lanes within Downtown, and along the Ocean Park and Main Street corridors. Targeted and intentional use of this tool affirmed a widespread issue finding that most (90%) incidents were caused by unique drivers. Los Angeles can build on the findings of this pilot to improve safety for people bicycling in the region.

I THEREFORE MOVE that Council instruct the Department of Transportation to report on the feasibility of implementing a pilot project that would utilize cameras and related technologies for the enforcement of parking violations in bicycle lanes, along Hollywood Boulevard in Council District 13, in accordance with the California Vehicle Code Section 40245 including:

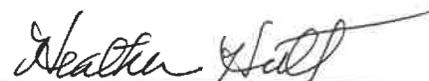
- An assessment of available parking enforcement technologies for enforcing bicycle lane parking violations;
- The feasibility of contracting with vendors that provide parking enforcement services;
- Recommendations for providing alternative payment options to under-resourced individuals facing parking citations as a result of automated enforcement programs;
- The staff and budget necessary to implement the proposed pilot; and
- Report on how revenue from a permanent program could be directed specifically to the Los Angeles Department of Transportation to be earmarked for Active Transportation efforts

PRESENTED BY:



HUGO SOTO-MARTÍNEZ  
Councilmember, 13th District

SECONDED BY:





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