

MOTION

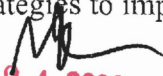
Assembly Bill 413 (AB 413) created new daylighting requirements in the California Vehicle Code prohibiting the stopping, standing, or parking of vehicles within 20 feet of the vehicle approach of marked or unmarked crosswalks and 15 feet of any crosswalk with a curb extension. Local jurisdictions may paint or otherwise mark these zones to improve safety at intersections and ensure compliance with the daylighting requirements. The red-curb zones established under AB 413 are intended to improve intersection sight lines for pedestrians, cyclists, and drivers, and thoughtful curb management strategies that account for multimodal needs can improve compliance and safety outcomes.

Previous Los Angeles City Council action under Council File 17-1125 directed LADOT to study, regulate, and implement policies governing dockless bicycles, e-scooters, and other on-demand micromobility devices, including parking requirements, operational standards, and enforcement frameworks, with attention to sidewalk access and pedestrian safety. Subsequent refinement under Council File 17-1125-S9 focused specifically on integrating dockless mobility infrastructure within the Downtown Los Angeles Special Operations Zone, including coordination with red curb zones and parking spaces to improve safety and order in high-demand areas.

Cities across the United States and internationally are implementing designated scooter and bike parking corrals or micromobility parking zones — including installations within the parallel parking lane, repurposed vehicle parking spaces, and mandatory parking corrals — to reduce sidewalk clutter that creates ADA accessibility barriers and to keep high-visibility intersection approaches clear, thereby improving pedestrian and vehicular safety.

The City of Los Angeles has prioritized the expansion of accessible, affordable, and sustainable transportation options to reduce reliance on private automobiles, advance Vision Zero safety goals, and improve first- and last-mile connections to transit. Dockless bike and scooter programs serve as an important component of this multimodal transportation network, particularly for short trips and transit connections. Strategically locating designated micromobility parking zones within AB 413 daylighting red curb areas presents an opportunity to enhance intersection safety while supporting the City's broader goals of expanding access to active and shared transportation by making micromobility more intuitive, visible, and reliably available, and by discouraging illegal vehicle parking that compromises pedestrian and cyclist safety.

I THEREFORE MOVE that the Council INSTRUCT the Los Angeles Department of Transportation (LADOT), with assistance from the City Administrative Officer (CAO) and relevant City departments, to prepare a comprehensive report within 120 days exploring strategies to implement and integrate designated dockless bike and scooter parking infrastructure



MAR 24 2026


MAR 24 2026

at or near Daylighting/AB 413 red curb zones and other critical safety locations, including but not limited to:

1. Identification of priority locations — especially highly travelled intersections and pedestrian crossing points — where AB 413 daylighting red curb zones exist or are planned, and where micromobility parking infrastructure could be co-located without compromising sight lines and safety;
2. Development of a micromobility parking strategy, evaluating options such as:
 - o On-street corrals in former vehicle parking spaces adjacent to daylighted red curb zones;
 - o Dedicated AB 413 micromobility parking zones painted or signed within the roadway buffer;
 - o Integration with new bike lane networks and pedestrian improvements to create safe and accessible parking;
3. Policy and enforcement recommendations to ensure, to the greatest extent feasible, that devices are parked in designated spaces near red curb zones in order to eliminate ADA obstructions caused by devices left on sidewalks or easements, including geofencing or app-based trip ending requirements and compliance metrics for permittees;
4. Equity and access considerations to ensure that underserved communities and high-transit corridors benefit from expanded micromobility infrastructure, consistent with Council priorities established under CF 17-1125; and
5. Cost estimates and potential funding sources, including operator fees, grant opportunities, and partnerships with shared mobility providers.

I FURTHER MOVE that the City Council INSTRUCT the LADOT to report within 120 days on best practices from peer cities, including mandatory parking zones, Vision Zero daylighting approaches, and signage and wayfinding strategies, and include recommendations for public education campaigns to encourage proper parking at designated zones, improve compliance with AB 413 regulations, and maximize shared use of limited curb space.

PRESENTED BY:


ADRIN NAZARIAN
Councilmember, 2nd District

SECONDED BY:



ORIGINAL