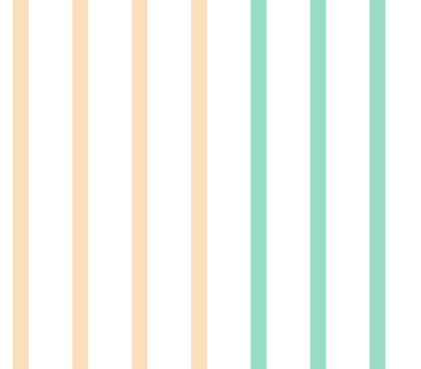
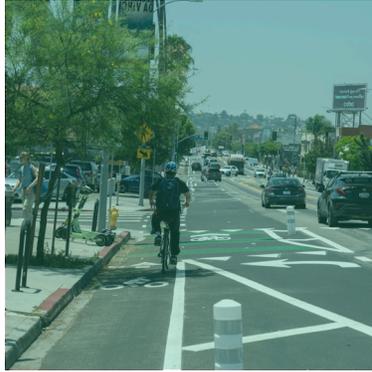


# ANNUAL REPORT 23-24 FISCAL YEAR



**LADOT**



# MESSAGE FROM THE GENERAL MANAGER



Throughout my first full year as General Manager, I have had the privilege of witnessing firsthand how the Los Angeles Department of Transportation (LADOT) moves our City forward. In the face of all manner of challenges, from reducing traffic crashes, expanding green infrastructure, responding to emergencies, and housing Angelenos, LADOT has stepped up to support Mayor Bass efforts to build a safer, more prosperous, and sustainable City.

This past year, our partnerships with other agencies and collaboration with communities helped us deliver projects that will improve access to opportunity and the transportation experience across the region. Together with the Department of Public Works, we celebrated the completion of the Reseda Blvd Complete Streets Project — the culmination of four years of construction. After months of engagement, LADOT’s Vision Zero team improved safety and mobility along one of LA’s most famous streets, Hollywood Blvd, with four miles of protected bike lanes and a continuous center turn lane. In South LA, we teamed up with community groups to launch the City’s first e-bike lending library, providing affordable access to sustainable modes of transportation. Through our work with LA Metro, our field crews completed the first 24-hour bus lanes in the San Fernando Valley on Sepulveda Blvd along with 22 miles of peak-hour bus lanes along Roscoe Blvd.

LADOT’s efforts can be seen across the City. Our improvements to the service and safety of our transit system are yielding results. Monthly ridership has increased 5% on DASH and 12% on Commuter Express compared to the previous fiscal year. Our Capital Projects team continues



to deliver treatments like signals, speed humps, and crosswalk improvements with a focus on getting students to school safely. Fiscal Year 23-24 was also the first full year in which LADOT services were available on 311, providing LA residents greater access to LADOT services. The department’s district engineers, ATSAC signal operations teams, and crews responded by completing more service requests in a single year than ever before.

This progress is only possible thanks to the dedication and professionalism of LADOT staff. Their expertise will continue to be vital as the City gears up to welcome the world for major events such as the World Cup in 2026 and the 2028 Summer Olympic and Paralympic Games. This work will not only serve to show the best of Los Angeles for visitors, but result in a legacy that will sustain our City’s momentum for years to come.

**Laura Rubio-Cornejo**



# MESSAGE FROM THE **MAYOR**



Over the last two years, we have worked to deliver for Angelenos by moving in a new direction. The Los Angeles Department of Transportation has been a vital partner in the City’s efforts.

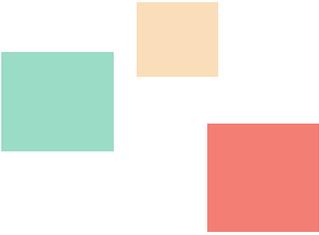
Whether supporting emergency response during this most recent firestorm or helping ensure Angelenos can safely celebrate its latest sports championship, LADOT has worked urgently in service of the city. LADOT has installed hundreds of new safety features near schools including the installation of more than 250 speed humps and brought on a record number of crossing guards to help students safely get to and from school. LADOT’s crews have been instrumental in the city’s response to the fires and will continue ensuring the city recovers stronger than ever.

LADOT will continue to be at the forefront of the work to prepare to welcome the world for upcoming major events in a way that benefits Angelenos for decades to come.



**Karen Bass**





**1**



**Keeping  
Angelenos Safe**

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**2**



**Excellent Project Delivery  
and City Services**

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**3**



**Building a Greener  
Los Angeles**

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**4**



**Creating  
Opportunity**

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**5**



**Confronting the  
Homelessness &  
Housing Crisis**

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# Keeping Angelenos Safe



Ensuring the safety of all people traveling within the City of Los Angeles is a core function of LADOT. Both locally and across the country, too many people are killed or seriously injured on streets. Los Angeles can do better. LADOT has made significant investments to improve the safety of our corridors for all modes of travel with a particular focus on road users that are most harmed by traffic crashes, including children and people walking and biking.

## Prioritizing Safety Near Schools

Every day, thousands of children in Los Angeles walk, bike, and ride to school, eager to learn and grow. At the beginning of the 2023-24 Academic Year, LADOT set out to protect our youngest residents through the City's largest dedicated school safety program to date. Working with Mayor Karen Bass and the Los Angeles City Council, LADOT implemented treatments at key locations to calm traffic and provide a safer walking and biking experience for students traveling to and from school.

Over the course of the school year, LADOT has completed the following:



### Street Safety Projects:

Quickbuild crosswalk improvements such as splitter islands and curb extensions at 180 intersections across more than 40 schools to improve visibility of students walking near schools.



### Speed Humps:

More than 250 speed humps installed near 92 schools where speeding is a known issue, encouraging drivers to slow down.



### School Slow Zones:

Reduced 15 mph speed limits established on over 450 street segments adjacent to 190 schools, creating safer environments for students and families.

LADOT also began the school year with nearly 500 crossing guards posted near schools, the highest deployment in over a decade. This support ensures children can safely navigate busy streets and reach their classrooms with confidence.

A child's journey to school is filled with excitement, and for many, it represents their first steps toward independence. This initiative will impact thousands of young students, ensuring they get to class safely and ready to learn.





## FY 23-24 Citywide Safety Improvements



Full Traffic  
Signals

20



Pedestrian  
Beacons

31



Left Turn  
Signals

38



Stop  
Signs

86



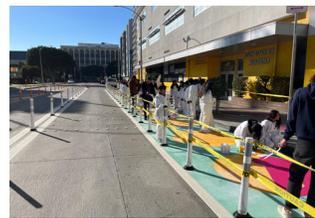
Speed  
Humps

473



Leading Pedestrian  
Intervals

129

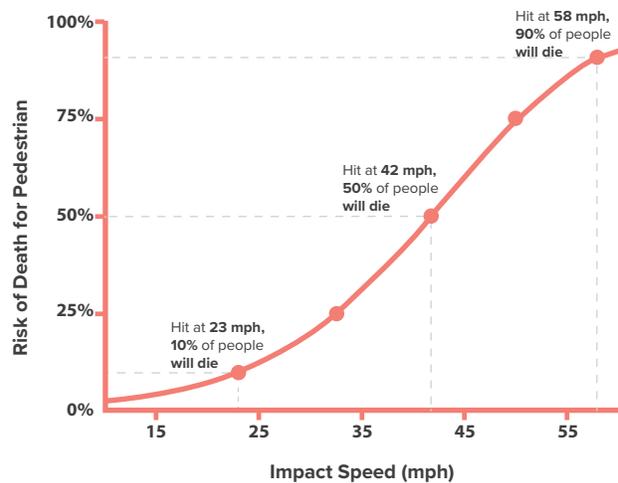


## Pioneering New Methods of Speed Enforcement

Speed is the primary factor that determines the severity of a crash. Every year, thousands of Californians die in speed-related traffic collisions and tens of thousands are injured. When we reduce speeding on our streets, we save lives.

Speed safety cameras have proven effective in other cities at reducing injuries and fatalities due to speeding. In the fall of 2023, Governor Newsom signed into law the Speed Safety Camera Pilot Program. First introduced by California State Assemblymember Laura Friedman, this bill enables certain jurisdictions, including the City of Los Angeles, to conduct a five-year pilot to evaluate the effectiveness of speed cameras in school zones and on streets with a history of crashes and street races.

As a result of this new law, LADOT will install 125 speed safety cameras with the goal of reducing speeding without disproportionately burdening low-income communities of color. To ensure the public's involvement in the program, LADOT will develop a "Speed Safety Impact Report" based on input from communities where the speed safety systems will be implemented.



Since the bill's signing, LADOT has collaborated with peer agencies to develop best practices for this new program. Once a program contract is in place, LADOT will coordinate with council offices in anticipation of finalizing locations to begin camera deployment in the coming year so the department can assess the safety impacts of this new method of enforcement.



Fixed unit cameras can reduce crashes on major corridors up to:

**54%**

for all crashes.

**47%**

for injury crashes.

In New York City, fixed units reduced speeding in school zones up to 63% during school hours.



## Tour Bus Ordinance Takes Effect in Hollywood Hills

Los Angeles is a global city that welcomes tourists from near and far. While tourism brings significant economic benefits to our City, it also brings unique safety concerns to our streets.

Some of the most popular attractions for tourists are bus tours in the hills above Hollywood that provide visitors the chance to take in views and have a look at famous homes and landmarks. The impact of an increasing number of large tour buses on narrow hillside streets has caused residents to raise concerns about safety. Working with the Los Angeles City Council, tour bus operators, and residents, LADOT established a new Tour Bus Ordinance to address safety concerns and implement strategies for regulating tour bus activities.

LADOT engineers began by identifying streets with significant tour bus traffic and associated safety risks, considering factors such as road width, parking availability, visibility, pedestrian safety, and crime prevention. Based on this analysis, LADOT identified 30 street segments that should be restricted or limited to tour bus operators.



Following the installation of new signage in the spring of 2024, these restrictions went into effect. LADOT collaborated with LAPD to educate tour bus operators on the new rules and ensure compliance.

LADOT's mission is to support safety and quality of life in our communities. The Tour Bus Ordinance is a deliberate response to the needs of Los Angeles neighborhoods – one that enables the continuation of a popular service that benefits our local economy while helping ensure that safety comes first.





## Emergency Response

One of LADOT’s core responsibilities is to be prepared to act in the event of an emergency. In FY 23-24, LADOT Traffic Officers, Special Traffic Operations, engineers, and more responded with swiftness, professionalism, and excellence to several unexpected crises, helping ensure the safety of Angelenos.

LADOT responded to multiple severe weather events in FY 23-24. In August, a rare tropical storm made landfall in the City. Hurricane Hilary caused widespread damage, and it was all hands on deck as LADOT crews responded quickly to repair dark traffic signals, provide transit to shelters for unhoused individuals, and keep Angelenos safe and informed. LADOT staff were deployed to the Emergency Operations Center for 48 consecutive hours to support City partners in emergency response efforts.

In February and March, more damaging storms struck Los Angeles, resulting in slope failures, landslides, and road closures throughout the City. LADOT staff were again deployed to the Emergency Operations Center for several days to support the response and recovery efforts. As a result of these storms, portions of Mulholland Drive remained closed for three months. While the Bureau of Engineering worked to repair the roadway, LADOT facilitated the closure by rerouting traffic, setting up detours, and providing clear signage to guide motorists away from the affected zones.

While winter weather may be expected each year, some emergencies can’t be anticipated. In November, a fire damaged portions of the I-10 freeway in DTLA, with initial reports indicating the freeway might be closed for weeks. LADOT and the City of Los Angeles sprang into action, creating detour maps, deploying Traffic Officers, and encouraging alternative methods of transportation. Thanks to crews who worked around the clock, the freeway was re-opened only nine days later.

Finally, in partnership with the LADOT Transit Division and the Los Angeles Fire Department, the Emergency Management team developed a pilot program to keep LAFD firefighters safe as they respond to fires during severe heat. LADOT coordinated the deployment of Cooling Buses for firefighters, providing a safe and air-conditioned place for rest and re-hydration. The Cooling Bus program was deployed multiple times during the summer and is a prime example of LADOT’s support of our City partners.

During every emergency event, LADOT’s dedicated staff rise to the occasion to keep LA moving.

## Major Incidents FY 23-24



Emergency Incidents

193



Officers Deployed

713



Traffic Officer Hours

2,196

## February Storm Impacts



## Mulholland Drive



Before

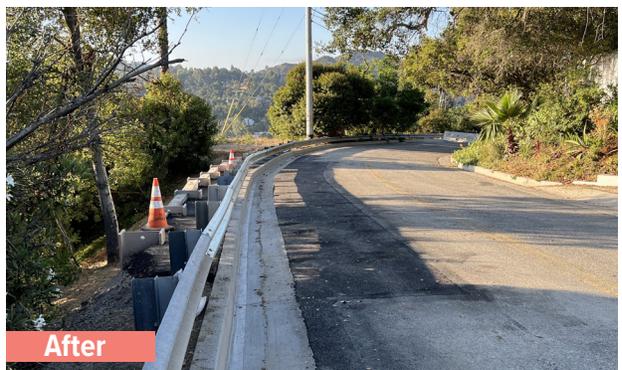


After

## Benedict Canyon



Before



After

# Excellent Project Delivery and City Services

A world-class city like Los Angeles deserves world-class infrastructure and services. LADOT staff work every day to deliver projects that lift up the quality of life in our City. Whether it's new street design, more responsive constituent services, or piloting new technologies on City streets, LADOT projects and services help improve the efficiency of LA's transportation system and quality-of-life for neighborhoods.

## LADOT Transforms Hollywood Boulevard into a Safer and More Accessible Corridor for Everyone

This year, LADOT celebrated a significant milestone with the completion of Phase I of the Hollywood Boulevard Safety and Mobility Project, bringing safety and accessibility improvements to one of Los Angeles' most famous streets.

The project was developed based on feedback of thousands of community members who live, work, and travel along this corridor to ensure the new design reflects the needs of those who use Hollywood Blvd every day. In surveys, town halls, and pop-up events, people reported feeling unsafe while walking and biking on Hollywood Blvd. Motorists also experienced difficulty making left turns across two lanes of traffic.

The final project addressed these issues by redesigning over two miles of roadway between Gower St and Hillhurst Ave with improved safety measures that benefit all road users. The project converted a travel lane in each direction into a continuous center left-turn lane – which can also be used by emergency vehicles to bypass traffic – and added four miles of protected



I am an avid cyclist who lived in NYC and SF in the past and it has been **SO NICE** to see **real infrastructure for safety happening in LA. We desperately need to feel safer when cycling and walking.**



Because of these lanes **I am able to safely and easily visit the parks, restaurants, and stores alongside Hollywood.**





bike lanes. These treatments improve the travel experience for everyone who uses Hollywood Blvd whether they choose to drive, walk, bike, or use public transit.

Looking ahead, LADOT is preparing to launch Phase II, which will focus on improving the complex intersection of Hollywood Blvd, Sunset Blvd, Hillhurst Ave, Virgil Ave, and Sunset Dr. Planned enhancements include the addition of left turn signals, a new crossing between Hollywood Blvd and Sunset Blvd, and traffic restrictions on Sunset Dr to right turns only. These updates will make it safer and easier to navigate the intersection, reducing pedestrian crossing times and improving the overall flow of traffic.

With projects like this, LADOT is committed to creating safer, more efficient, and more welcoming streets for everyone in Los Angeles.



I am now excited to ride my bike to Hollywood from Koreatown. **I rode the new path 2 weeks ago to the Hollywood Bowl and was ELATED! It felt so much safer, and faster.**



**Just wanted to say a quick thanks for the bike lanes.** I am an avid biker who has long paused biking as a mode of transportation over safety concerns. Took my first bike ride to get groceries in YEARS last week. **Truly thank you so much!!**



# East San Fernando Valley Celebrates Completion of the San Fernando Bike Path

Providing Angelenos with safe, protected, and pleasant bicycle facilities is key to LADOT's mission to encourage green transportation. To build a sustainable City, we must have infrastructure that not only protects bicyclists and pedestrians but inspires residents to try these modes of transit for themselves.

This year marked the completion of a more than twenty-year collaboration as LADOT joined the Department of Public Works to cut the ribbon on the third and final phase of the San Fernando Bike Path. Situated on the east side of San Fernando Rd, this bike path is fully separated from vehicular traffic, providing a safe and comfortable ride for cyclists of all ages and experience levels.

Phase III added 4.75 miles to the existing pathway built in Phases I and II, for a total of 9.8 miles of continuous bicycle facilities. The completed path now extends from

## Project Features



**4.75 Miles of New Paved Bike Path (9.8 Miles of Continuous Path)**



**New High-Visibility Crosswalks**



**Bikeway Lighting**



**Americans with Disabilities Act (ADA) Access Ramps**

Sylmar to Burbank, connecting to job centers, residential neighborhoods, and several Metrolink stations, providing an important North-South connection in the eastern San Fernando Valley.





**Bicycle-Activated Signals at Intersections**



**Paved Bus Stop Waiting Areas**



**Major Traffic and Railroad Signal Modification at 12 Intersections**



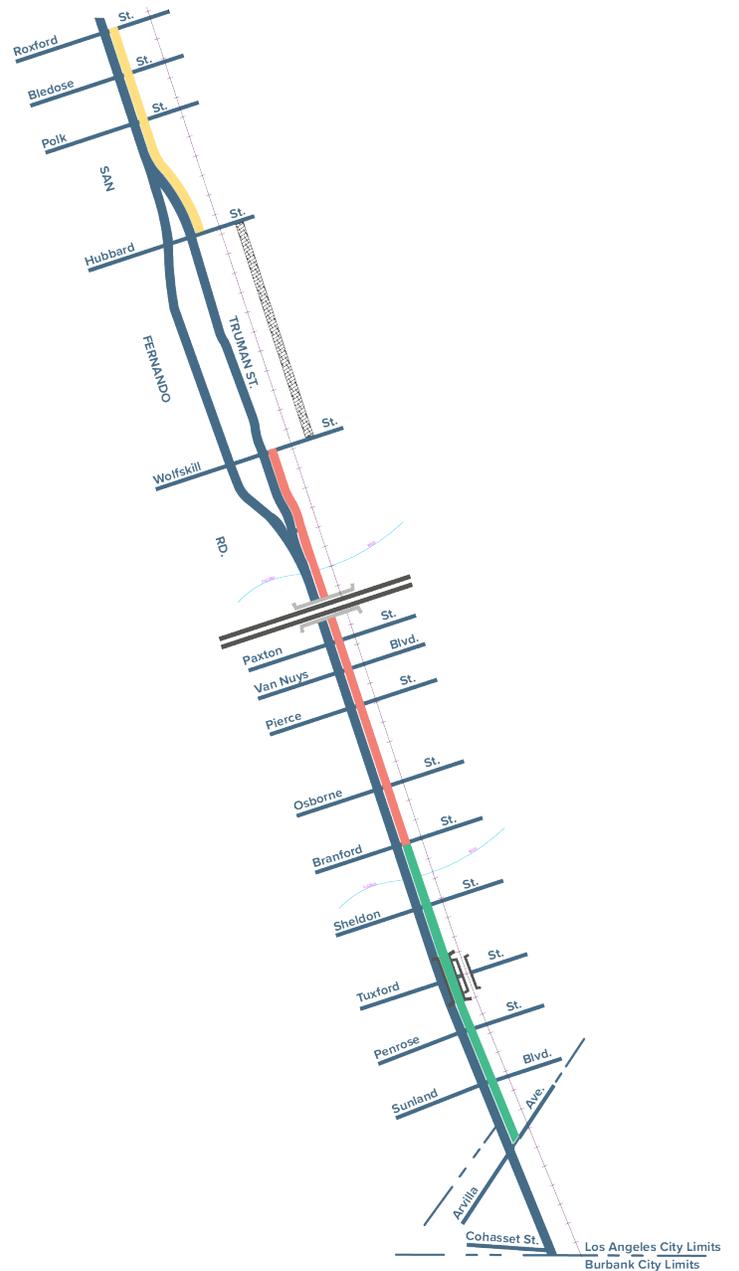
**Bikeway Bridges over Tujunga Wash**



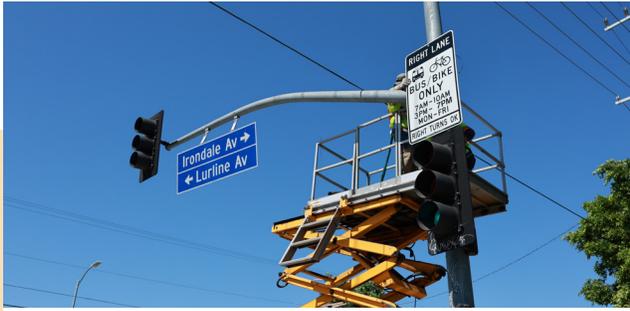
**Safety Fencing between Bike Path and Rail Line**

In addition to the bike path, the project also features paved bus stop waiting areas, bikeway lighting, safety fencing, bicycle-activated signals, crosswalks, and major track and railroad signal modification at 12 total intersections. These elements required partnership with partner City agencies as well as partners outside the City family like Metrolink.

Not only will the San Fernando Bike Path provide a vital transportation link for Valley residents, it will also help raise the next generation of bicyclists by creating a safe place for children to learn how to ride a bike. With City projects like this, LADOT is working to create a greener future for Los Angeles.



<b>PHASE I</b> (ROXFORD ST TO HUBBARD ST)	
<b>PHASE II</b> (WOLFSKILL ST TO BRANDFORD ST)	
<b>PHASE II</b> (BRANFORD ST TO COHASSET ST)	
CITY OF SAN FERNANDO'S BIKE PATH	



## Bus Priority Lanes Open on Roscoe Boulevard

LADOT is committed to keeping Los Angeles moving efficiently, sustainably, and safely. The department is delivering on this promise with the expansion of dedicated bus priority lanes across the City. Bus priority lanes provide buses with a clear path through congested streets, making public transportation faster and more reliable.

In 2023, LADOT worked with LA Metro to open major new bus lanes on Venice Blvd, La Brea Ave, and Sepulveda Blvd. In June 2024, LADOT broke ground on 22 lane miles of bus priority lanes on Roscoe Blvd as part of the North San Fernando Valley Transit Corridor Project. The new peak-hour lanes extend from Topanga Canyon Blvd in the west to Coldwater Canyon in the east, with a brief gap near the I-405 ramps. Thanks to these bus priority lanes, the

thousands of Valley residents who rely on Metro Line 152 daily will enjoy a faster and more reliable ride.

With this project complete, there are now more than 70 miles of dedicated bus lanes across Los Angeles. These lanes improve the rider experience by making buses more reliable. Greater reliability makes people more likely to ride transit, which reduces overall single passenger vehicle travel.

By building a transit system that encourages sustainable modes of travel, LADOT serves not just riders today but our communities in the future. Bus priority lanes reduce harmful emissions from idling traffic and inspire more people to choose transit, resulting in a greener and healthier City for all Angelenos.



## Capital Projects By the Numbers

Phase	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24
Pre-Design	24	24	30	33	32	21	17
Design	16	27	26	19	21	24	25
Right of Way	5	3	3	3	4	1	3
Bid & Award	4	1	2	8	9	10	7
Construction	13	12	6	1	3	17	23
Post-Construction	0	6	2	0	0	2	3
<b>Total Projects</b>	<b>62</b>	<b>73</b>	<b>69</b>	<b>64</b>	<b>69</b>	<b>75</b>	<b>78</b>
<b>Budget Total</b>	<b>\$180,270,744</b>	<b>\$178,212,756</b>	<b>\$198,552,220</b>	<b>\$221,603,110</b>	<b>\$250,202,407</b>	<b>\$294,665,764</b>	<b>\$360,419,578</b>

# 311

## District Office Services and 311 Integration

Since LADOT integrated its service requests onto the City's MyLA311 platform last year, Los Angeles residents have been able to access City services and report issues faster and more efficiently than ever. MyLA311's platform enables residents to make online service requests,

track progress, and get real-time updates. But behind every fulfilled request, there are engineers weighing impacts of various possible treatments within limited road space. Their expertise ensures that services and projects meet the unique needs of each neighborhood. By working closely with residents and stakeholders, staff members develop an understanding of local context and priorities to develop creative solutions to problems and build more supportive infrastructure.



A great example of how our engineers leverage community input to arrive at creative solutions is the avocado-shaped traffic circle at the intersection of Berkshire Ave and Berkshire Way in El Sereno. LADOT's Central District Engineering office completed this project in response to a request to improve safety and reduce illegal street racing. The design was created to fit the unique geometry of the intersection and eliminate room for errant driving behavior. The design also includes striped islands and bollards to guide drivers safely in and out of the traffic circle, reducing conflict points and enhancing safety.

The Central District Engineering office collaborated on the design and implementation of the avocado traffic circle with a host of City and LADOT departments, including Central Yard, Avenue 19 Yard, LAPD, and LAFD, to ensure the design promoted public safety and would not hinder emergency response.

As MyLA311 continues to evolve, the district offices' commitment to improving safety, accessibility, and community connection remains crucial to LADOT's mission of effectively serving Los Angeles' neighborhoods.

## 311 Requests



## FY 23-24 Paint & Sign Crew Operations



## Keeping the City Moving!

Los Angeles is a City that never stops. From major entertainment events like the Academy Awards to large community gatherings like CicLAvia, and even emergency response operations, LADOT's Traffic Officers and Special Traffic Operations Engineers are always on the frontlines, ensuring the safety and flow of traffic across the City.

Day or night, LADOT's team works hard to keep streets safe and accessible. In a City

known for its sports, entertainment, and big events, managing the movement of thousands of people is no small task. Every event requires planning and coordination, ensuring Angelenos remain safe while the rest of the City keeps moving.

Thanks to LADOT staff, events like the LA Marathon, Dodgers games, concerts, and award shows continue to entertain and inspire with minimal disruption to daily life.



### FY 23-24 Traffic Officer and Special Traffic Operations by the Numbers

#### Major Incidents and Emergencies

**193**

Incidents

**713**

Officers Deployed

**2,196**

Traffic Officer hours

#### Special Events

**5,047**

Number of Events

**184,941**

Traffic Officer Hours

**25,333**

Senior Traffic Supervisor  
Hours

## Code the Curb

Over the last year, LADOT has worked to modernize how it manages and maintains curb space thanks to a \$2 million SMART Grant from the US Department of Transportation: a process known as “Code the Curb.”

With the explosion of app-based rideshare and delivery services in the last decade, curb space has become a valuable resource on City streets. Code the Curb aims to create a digital inventory of this resource – including curbs, signs, and markings – across the DTLA area. Since receiving the grant, LADOT has been digitizing all curbside assets in the downtown area and is expected to complete the process in the coming months.

Once the inventory is complete, LADOT will use the data aggregator platform CurblQ to manage these assets and produce a public-facing platform for up-to-date curb availability.

With CurblQ technology, the department will be able to better regulate valuable curb space while drivers will be able to move and park more efficiently, reducing wasteful emissions from drivers circling blocks and preventing safety hazards like blocked bike lanes. The inventory will also serve as a basis for expanding digitization of curbside assets City-wide. LADOT is excited to have the opportunity to use innovative technology to make City streets more livable for all.



# Building a Greener Los Angeles

We cannot build a green future in Los Angeles without a sustainable transportation system. By implementing new and improved bike lanes, electrifying our transit services, and supporting zero-emission infrastructure, LADOT helps move LA toward a future with less congestion, cleaner air, and healthier communities.

## Expanding Sustainable Transportation in South Los Angeles with the E-bike Lending Library

Partnering with the Los Angeles Cleantech Incubator (LACI) and community organizations, and with funding from the California Air Resources Board (CARB), LADOT launched the first e-bike lending library pilot in South Los Angeles to expand mobility access and accelerate the transition to zero-emission transportation for LA residents.



The E-bike Lending Library makes 250 e-bikes available for loan to any South LA resident who signs up and participates in a training course. Residents from eligible zip codes can rent e-bikes for up to one month at a time from seven different locations throughout the community. To ensure accessibility, rentals are free for the first six months, allowing participants to explore the benefits of e-bikes without financial constraints.

E-bikes, which include cargo and adaptive models that accommodate diverse transportation needs, offer a sustainable solution for reducing car trips, pollution,

and congestion on local streets while being more accessible than traditional bicycles. Whether commuting to work, running errands, or enjoying recreational rides, residents have the opportunity to experience a cleaner, more efficient way to travel through their community.

This initiative is part of LADOT's Universal Basic Mobility (UBM) program, which aims to create a more equitable transportation system in South Los Angeles. By offering reliable, emission-free transportation options, the E-bike Lending Library empowers residents to explore a fun and practical new way to navigate Los Angeles without relying on cars.



**2,299**

Number of Trips

**6,570**

Number of Miles Traveled

**16**

Number of trainings completed

## Open Streets

Several times a year, thousands of Angelenos come out to enjoy a day of car-free open streets at CicLAvia events across the City. With the support of LADOT Traffic Officers, Engineers, and Special Traffic Operations teams, CicLAvia transforms City streets into vibrant spaces for biking, walking, skating, and rolling. CicLAvia events both encourage community connection and promote sustainable transportation.

In FY 23-34, LADOT helped bring CicLAvia events to South LA, Venice Boulevard, Melrose, and DTLA. This year also saw the continuation of pedestrian-oriented CicLAmi events in North Hollywood and Wilmington. Across five CicLAvias and two CicLAmis, Angelenos enjoyed nearly 32 miles of open streets. LADOT outreach teams were on hand at each event to share information about relevant neighborhood projects.

LADOT also partnered with CicLAvia to introduce two new sustainable projects to the community. At the Ready for Reseda and Venice Boulevard events, guided group bike rides and walks demonstrated how to use the new bike lanes and highlighted other safety improvements. These two events provided the community with an opportunity to try out the new infrastructure in a group environment as well as ask questions and share feedback with LADOT staff.

LADOT is committed to growing open streets events like CicLAvia, developing new routes to celebrate more communities and to expand the types of programming featured.

### FY 23-24 CicLAvia Events:

#### FULL

South LA	5 miles
Venice Blvd	5.75 miles
Melrose	4 miles
South LA	6 miles
Heart of LA	7.8 miles

#### MINI

Wilmington	2.25 miles
North Hollywood	1 mile

#### TOTAL OPEN STREETS MILEAGE

31.8

#### PROJECT ACTIVATION EVENTS

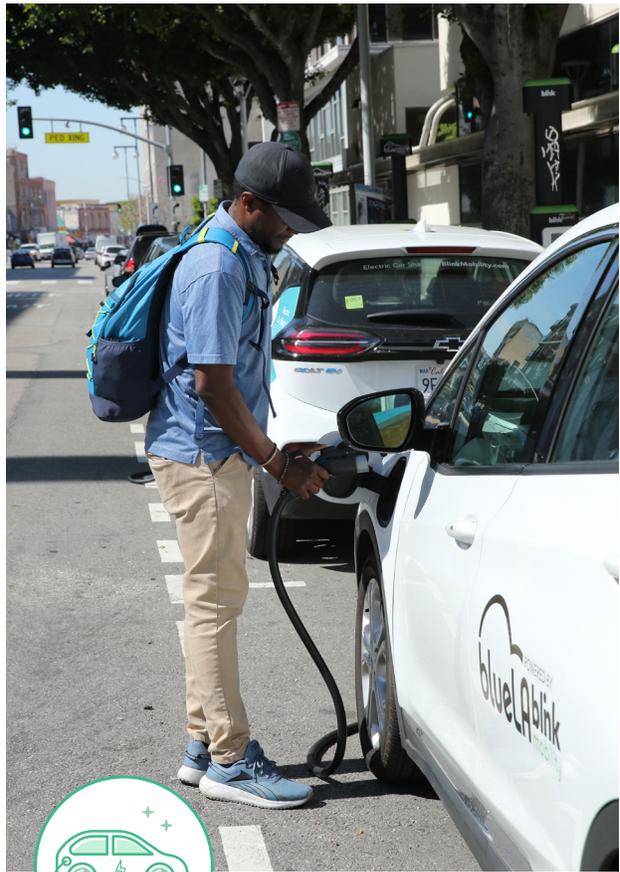
Ready for Reseda

Venice Boulevard



Sustainable transportation begins with reimagining what our City streets can be. Each CicLAvia event shows Angelenos the promise of car-free streets, the joy of active transportation, and the power of community connection. LADOT is excited to continue to partner with this organization to bring open streets events to every corner of our City for years to come.





## EV Charging Infrastructure

Creating a more sustainable transportation system requires making sustainable choices widely accessible to anyone, regardless of income or zip code. Central to this mission is the installation of electric vehicle (EV) charging stations in key community spaces.

By strategically placing EV charging stations in community hubs, LADOT is ensuring that all residents have the opportunity to participate in the green energy movement. Adding to our charger network this year, LADOT began the installation of EV chargers in South LA at the Hyde Park Miriam Matthews Library, with more to come at additional local libraries and parks. These chargers ensure that residents have easy access to affordable charging facilities while they engage in community activities, study, or participate in library programs.

LADOT is also installing chargers near streetlights adjacent to parks throughout South LA. With these initiatives, LADOT is not just expanding the EV charging network – the department is cultivating a community that embraces eco-friendly living. By making EV chargers widely accessible, residents view electric vehicles as a practical option in their daily lives.

### Blue LA

**988,458**

Total Miles Driven

**2,516**

Total Number of Users

**28,933**

Number of Rides

**927**

Total Subsidized Users

LADOT's BlueLA electric vehicle car share program provides access to sustainable transportation options for low-income Angelenos. Currently serving the communities of East Hollywood, Koreatown, Pico-Union, Downtown, Echo Park, Boyle Heights, Chinatown, and Westlake, members rent vehicles for as low as \$5 per hour for income-qualified users. This service helps individuals and families make trips that might be difficult or impossible without the use of a personal vehicle without producing any pollution, resulting in a greener City with greater opportunity for all.



### FY 23-24 Metro Bike Share Summary:

**523,012**

Rides Taken

**1,463**

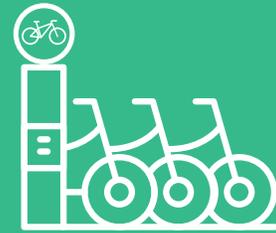
Standard Bikes

**225**

Number of Metro  
Bike Stations

**184**

Electric Bikes



### New & Upgraded Bikeways\*\*

Street Name	Boundaries	Bikeway Type	Project Type	Length (mi)
Glencoe Ave	Maxella Ave to Alla Rd	Lane/ Protected Bike Lane	New	2.16
Variel Ave	Victory Blvd to Erwin St	Protected Bike Lane	New	0.76
Ventura Blvd	Royer Ave to Sale Ave	Buffered Bike Lane	Upgrade	0.97
Ventura Blvd	680ft west of Sale Ave	Buffered Bike Lane	Upgrade	0.26
Mason Ave	Sesnon Bl to Northern City Limits	Buffered Bike Lane	New	0.643
Hazeltine Ave	Orange Line to Oxnard St	Lane	New	0.197
Hoover St	115th St to 116th Pl	Buffered Bike Lane	Resurfacing	0.04
Platt Ave	Cohasset St to Sherman Way	Buffered Bike Lane	Upgrade	1.34
Gage Ave	Avalon Blvd to Central Ave	Protected Bike Lane	New	1.003
Broadway	115th St to 117th St	Protected Bike Lane	Upgrade	0.19
Laurel Canyon Blvd	Victory Blvd to Hamlin St	Lane	Upgrade	0.12
Alameda St	Alameda-Temple St to 1st St	Path	New	0.21
7th St	San Pedro St to Spring St	Protected Bike Lane	New	0.68
Sierra St	Mercury Ave to Flora Ave	Lane	New	0.58
Parthenia Pl	Gresham St to Memory Park Ave	Protected Bike Lane	New	0.79
Reseda Blvd	Parthenia St to Victory Blvd	Protected Bike Lane	Upgrade	5.73
Flora Ave	Lincoln Park Ave to Siera St	Lane	New	0.14
Lincoln Park Ave	Mission Rd to Flora Ave	Lane	New	1.75
Cabrini Dr	Cabrini Dr (west of Va Rosa Maria) to Glenoaks Blvd	Lane	New	0.755

FY 23-24 - New & Upgraded 18.3

FY 23-24 - New Only 9.7

\*\* List includes bicycle facilities for which construction was completed between July 1, 2023 - June 30, 2024

## Bus Priority Lanes

In partnership with LA Metro, LADOT has implemented over 70 miles of bus priority lanes across the City of Los Angeles. Just under half of those bus lane miles were installed last year along major corridors like La Brea Ave, Sepulveda Blvd, and Roscoe Blvd. Each of these projects engages residents, riders, and businesses to ensure the project serves the entire community.

By making bus service faster and more reliable, these lanes improve the rider experience and make people more likely to ride transit. More people on buses makes our transportation system more sustainable and less polluting. LADOT looks forward to continuing to partner with communities to deliver these projects in the years to come.



## FY 23-24 Bus Lane Construction\*

Street Name	Boundaries	Operation	Lane Miles
La Brea Ave	Sunset Blvd to Olympic Blvd	AM/PM Peak Hours	4.8
North Sepulveda Blvd	Ventura Blvd to Rayen St	24-Hour	5.6
South Sepulveda Blvd	Rayen St to Weddington St	24-Hour	4.5
West Ventura Blvd	Vesper Ave to Sepulveda Blvd	AM Peak Hour	0.9
Roscoe Blvd	Topanga Canyon Blvd to Coldwater Canyon Ave	AM/PM Peak Hour	22.0
<b>Total</b>			<b>37.8</b>

\*List includes projects with construction occurring between July 1, 2023 - June 30, 2024

# LADOT Transit

LADOT operates the second largest transit service in Los Angeles County, providing multiple service types to meet the needs of all Angelenos.

DASH service provides frequent and convenient bus service in downtown Los Angeles and in 27 neighborhoods all across the City. Commuter Express provides longer range commuter service with fewer stops to provide efficient and comfortable transit service to Downtown LA and other major job centers. CityRide provides low-cost, shared rides for pre-scheduled trips of 10 miles or less with wheelchair accessible vehicles that are perfect for individuals with mobility challenges, helping make Los Angeles more accessible for all via a simple phone call. LAnow serves the westside communities of Venice, Mar Vista, Palms, and Del Rey providing on-demand rideshare service with pick-up and drop-off points no more than 1/4 a mile of customer locations and destinations.



Bus travel reduces roadway congestion, improves air quality for neighborhoods, and ensures Angelenos without access to a personal vehicle can get where they need to go. To improve the sustainability of our transportation system, LADOT is transitioning all buses in the fleet to zero-emission electric vehicles. LADOT looks forward to continuing to serve all Angelenos on one of our green buses in the future!



Transit Services	Number of Vehicles
<p><b>5</b> Downtown DASH Routes</p>	<p><b>DASH</b> 225 Total 148 CNG 77 EV</p>
<p><b>27</b> Community DASH Routes</p>	<p><b>Commuter Express</b> 119 Total 118 CNG 1 EV</p>
<p><b>15</b> Commuter Express Routes</p>	
<p><b>Boarding FY 23-24</b></p>	
<p><b>14,562,204</b> Total Number of Boardings DASH</p>	<p><b>45,441</b> CityRide Boardings</p>
<p><b>1,089,397</b> Total Number of Boardings Commuter Express</p>	<p><b>49,542</b> LAnow Boardings</p>

# Creating Opportunity

Transportation and economic opportunity are inextricably linked. Whether it is getting to and from school, job interviews, or accessing essential services, transportation that is safe, convenient, and reliable lifts up individuals and communities. LADOT focuses on transportation solutions that help neighborhoods thrive. From transportation subsidies for low-income Angelenos to support for small businesses through the City’s Al Fresco outdoor dining program, LADOT is creating opportunities for all.

## Mobility Wallet

LADOT’s Universal Basic Mobility (UBM) program aims to eliminate barriers that prevent Angelenos from accessing reliable transportation. UBM seeks to ensure that every resident, regardless of income, has the freedom to move throughout the City with ease. A key part of this vision is the Mobility Wallet, which opened to 1000 new residents in June 2024, doubling the program and expanding its reach.

The first phase of the program provided 1000 low-income residents of South LA a \$150/month transportation subsidy that could be used for transit, taxis, rideshare, or bike shop purchases. Participants reported that they were able to use the funds for accessing important errands such as picking up groceries, getting to job interviews, and attending medical appointments.

Due to the success of the first phase, LADOT and Metro expanded the Mobility Wallet pilot to provide more low-income residents with transportation subsidies. Phase II will provide subsidies to 1000 residents in South LA as well as an additional 1000 residents throughout LA County.

The expanded mobility access afforded by the Mobility Wallet is crucial not only for individual residents but for the City as

a whole, fostering greater social equity, reducing economic disparity, and ensuring that all communities can thrive.



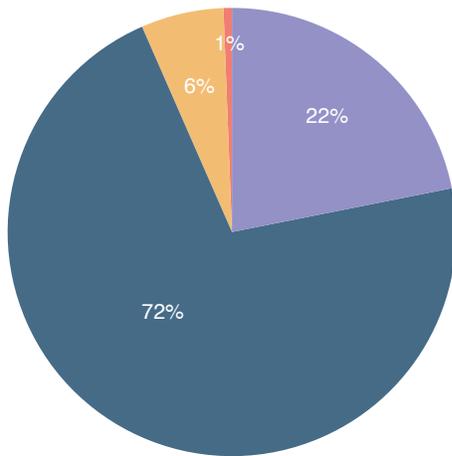
A promotional graphic for Universal Basic Mobility EV Chargers. It features a white charging station on the left and a black car at a charging station on the right. The text reads: 'UNIVERSAL BASIC MOBILITY EV CHARGERS'. Below this, it says: 'Electric vehicle (EV) chargers are one component of LADOT’s UBM pilot program. As more chargers are installed across South Los Angeles, we are engaging residents and stakeholders to learn how free and low-cost public EV charging can benefit South LA to ensure everyone is included in zero-emission mobility.' At the bottom, it says 'LADOT UBM' with icons for a bicycle, a bus, a train, and a person walking. On the right, it says 'WHERE DO YOU WANT TO SEE MORE CHARGERS IN SOUTH LA?' with a QR code.



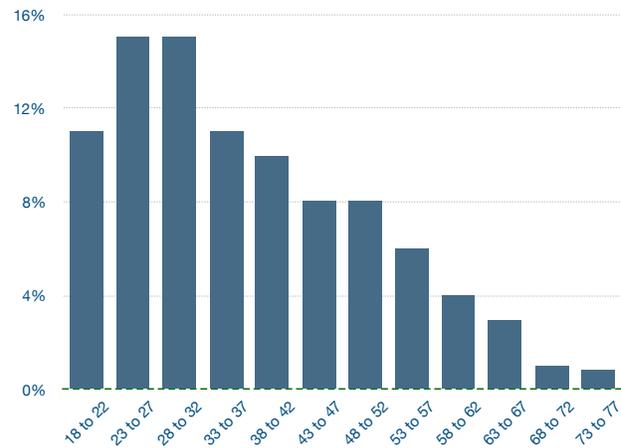
## Mobility Wallet Survey Data

### Student

● Yes   
 ● No   
 ● No Response   
 ● N/A

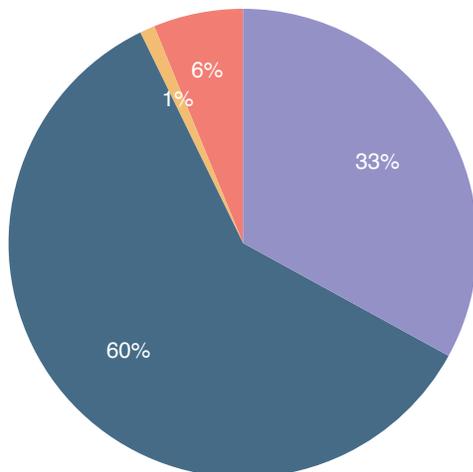


### Age Range



### Gender

● Male   
 ● Female   
 ● Non-Binary   
 ● No Response



## Phase I Mobility Wallets Were Used for The Following Transportation Services

Service Type	Number of Purchases
Amtrak/Metrolink	193
Bike Shop	192
Carshare	259
E-scooters	2,329
Flixbus/Greyhound	199
Metro Bus/ Rail	90,391
Micromobility/Microtransit	428
Ridehail/Taxi	63,273

## Targeted Local Hire & Alternative Pathways to Employment

Over the past year, LADOT has continued to work with the Department of Personnel to expand its workforce and provide employment opportunities through innovative programs like the Targeted Local Hire (TLH) and Bridge to Jobs (BRIDGE) initiatives. These programs are designed to create pathways into City civil service, offering full-time, paid on-the-job training and a chance for participants to secure stable, rewarding careers with the City of Los Angeles.

### Targeted Local Hire (TLH) Program

The TLH Program provides entry-level job opportunities in City civil service through full-time, paid, on-the-job training. It is accessible to all individuals without requiring prior experience or qualifications. Participants undergo a six-month training period followed by a six-month probationary period, after which they transition to full-time civil service employment.

### Bridge to Jobs (BRIDGE) Program

The BRIDGE Program offers pathways into semi-skilled City civil service roles, requiring candidates to meet specific eligibility criteria, such as a high school diploma, certification, or passing an aptitude test. Participants begin in a training classification, receive on-the-job training, and move into regular civil service positions upon successful completion of the training and probationary periods.

### Alternative Pathway for Part-Time/Exempt Employees

This program allows current part-time and exempt City employees to transition into full-time civil service roles. It involves a six-month training period followed by a six-month probationary phase, leading to permanent civil service employment in their targeted classification.

In FY 23-24, LADOT Filled a Total of 29 Positions Through These Programs, Including:

11

Office Trainee/Admin Clerks

8

Vocational Workers/  
Maintenance Assistants

2

Electrical Craft Helper Trainee

2

Communications Information Representative

2

Accounting Clerk

4

Traffic Paint & Sign Poster Trainee



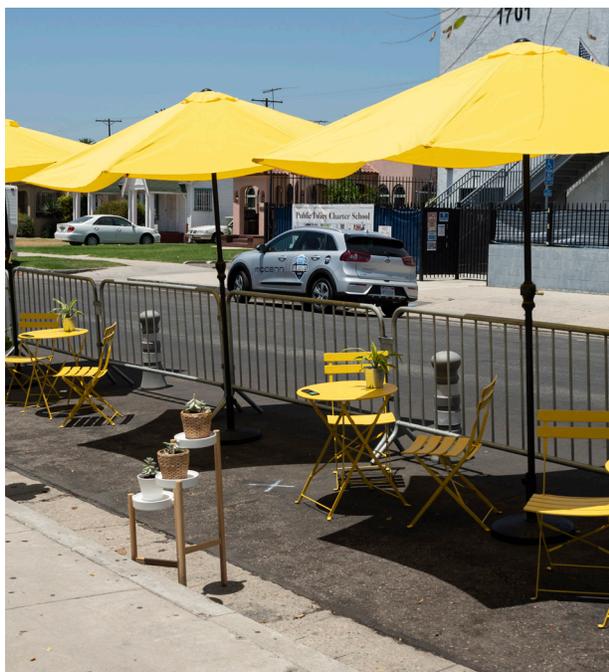
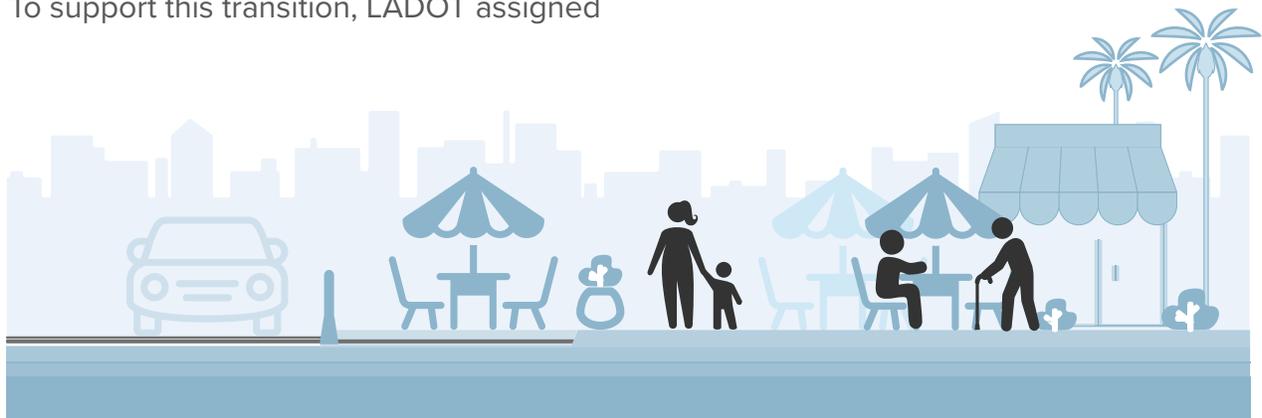
## Al Fresco

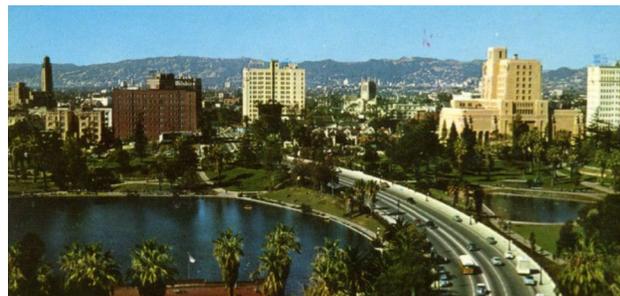
LADOT launched LA Al Fresco as an emergency initiative to support restaurants impacted by COVID-19. In 2024, Al Fresco remains a popular option for restaurants to expand dining areas onto sidewalks, private parking lots, and onto the street. With over 3,000 businesses participating, public spaces have been transformed, creating vibrant outdoor dining environments throughout the City.

To continue these benefits to businesses and diners alike, the City of Los Angeles is transitioning participants to a permanent program with updated guidelines to ensure safety and accessibility of public spaces. To support this transition, LADOT assigned

dedicated staff to coordinate with the Bureau of Engineering and the Department of Building and Safety and assist businesses as they update their permits. To date, 97% of businesses with outdoor dining in the street have already submitted applications to transition to the permanent permit.

By solidifying LA Al Fresco as a permanent program, LADOT is reinforcing its commitment to enhancing public spaces and fostering local economic growth. The program's ongoing success underscores its value in enriching Los Angeles' community life and outdoor dining experience.





## Reconnecting MacArthur Park for a Greener and Safer Community

Great public spaces are the heart of vibrant and connected communities. Reconnecting MacArthur Park represents a vision to restore one of LA's most historic parks as a welcoming place for people walking, biking, and rolling, as well as families and nature lovers. In the last year, the City of Los Angeles received a grant from the Southern California Association of Governments (SCAG) to study the feasibility of reconnecting the two sides of MacArthur Park that are currently bisected by Wilshire Blvd. This study would consider options for re-routing cars and pedestrianizing the roadway in an effort to increase access to green spaces for neighborhood residents.

In 1934, MacArthur Park was bifurcated by Wilshire Boulevard, a decision rooted in prioritizing vehicular travel over livability and accessibility. Restoring the park would reclaim valuable public space for the Angelenos who call this

neighborhood home.

In the coming years, LADOT's partner on this grant, Central Cities Neighborhood Partners (CCNP), will lead an engagement process that centers community members, residents, and businesses in the area to assess how such a project can support the needs of the neighborhood. This feedback will be shared with the Los Angeles Department of Public Works Bureau of Engineering for the development of a conceptual plan that will make the park more accessible, inviting residents and visitors to experience the beauty of MacArthur Park without the intrusion of traffic and vehicular emissions.

As the largest potential pedestrianization effort in Los Angeles history, this project marks a significant milestone in LADOT's mission to create more equitable and sustainable urban spaces.

# Mobility for Hire

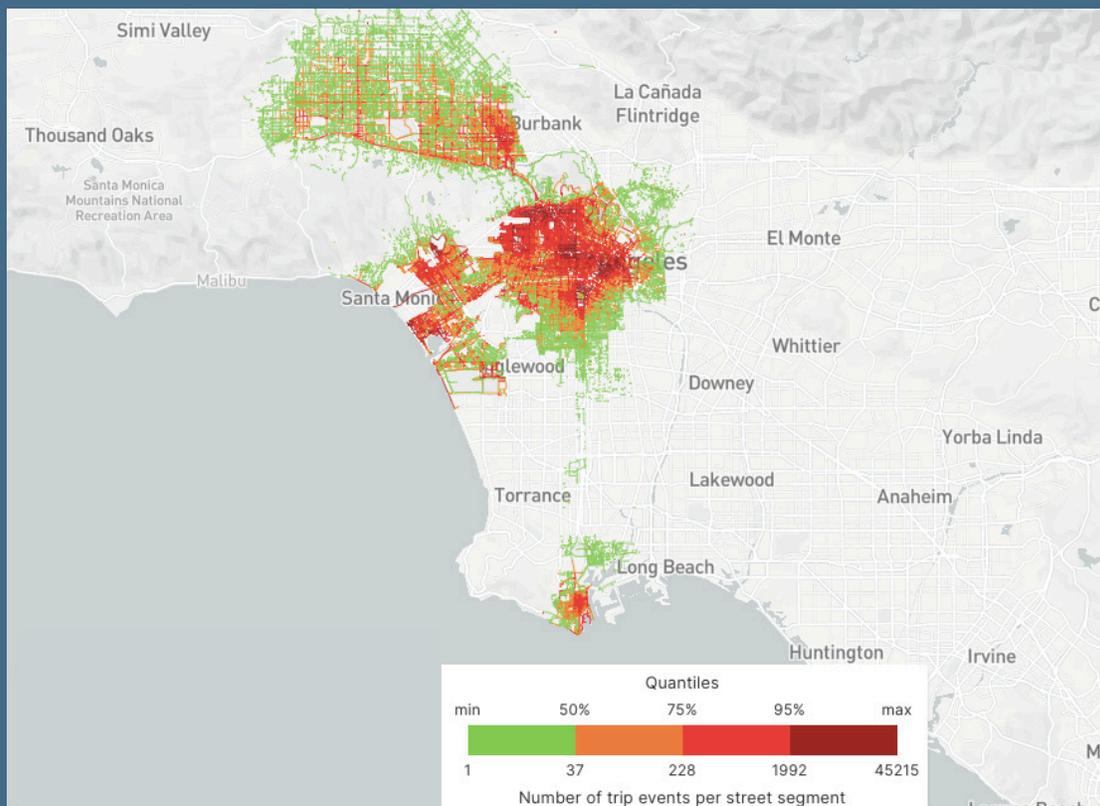
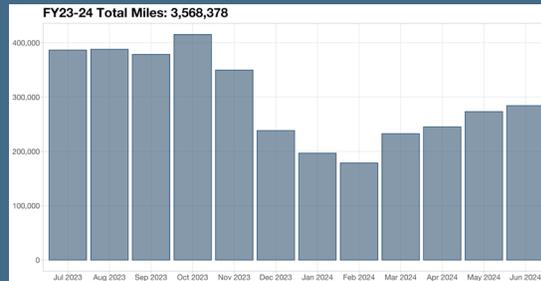
For many Angelenos, micro-mobility options like shared electric scooters are essential to moving around our City. Shared scooters help solve the first and last mile problem, making it easier to get to destinations like transit stops that might be just outside walking distance.

In FY 23-24, residents and visitors took over 4.5 million rides on shared scooters operated by five companies, with an average of 13,470 vehicles deployed daily. Scooter riders traveled over 3.5 million miles – enough to scoot between New York

City and Los Angeles over one thousand times.

LADOT’s Commercial Rideshare and Mobility division is responsible for micromobility permitting across the City, in addition to regulating taxicabs, non-taxi permitted drivers, non-emergency ambulance services, and rideshare services like BlueLA. As regulators, this division ensures that companies serve all areas of the City so that all Angelenos can access these modes of transportation regardless of the neighborhood they live in.

## FY 23-24 Micromobility Travel Trends



# Confronting the Homelessness & Housing Crisis

The City of Los Angeles has mobilized to address the housing and homelessness crisis in Los Angeles. LADOT's role includes helping new housing units come online as swiftly as possible through an accelerated development review process. The department is also on the front lines to connect unhoused Angelenos with services as part of Mayor Karen Bass' Inside SAFE program, with Transit, Parking Enforcement, and Traffic Control resources being deployed in support of operations. Through these efforts, LADOT has helped move thousands of unhoused persons indoors.

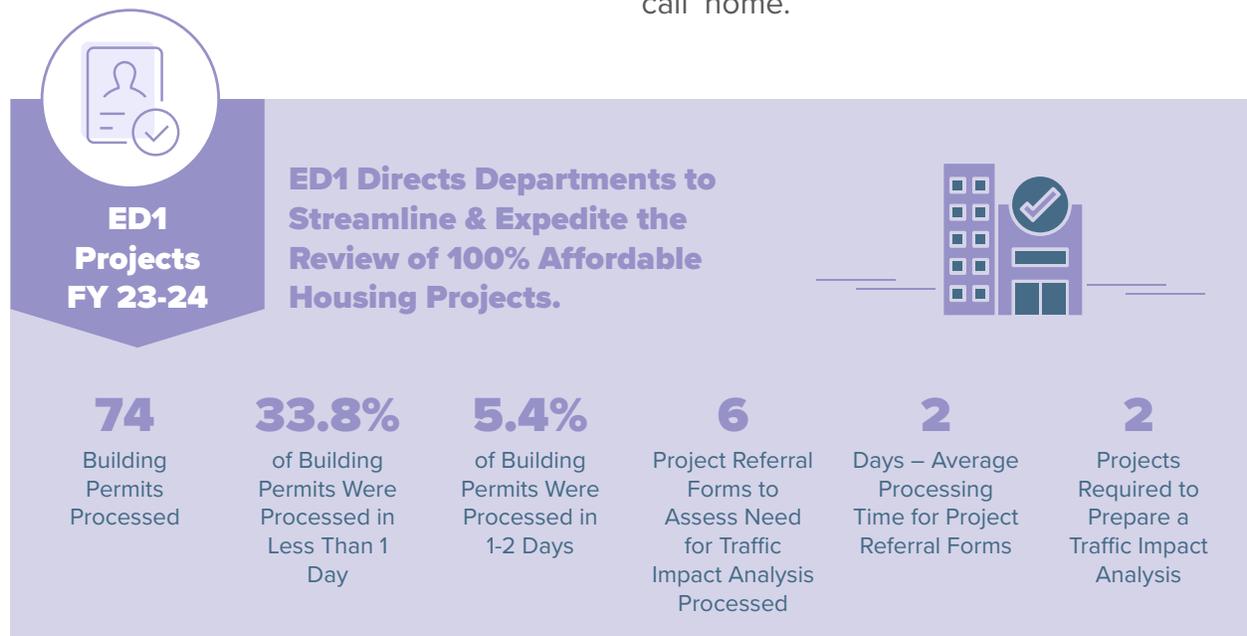
## Executive Directive One

Upon taking office in December 2022, Mayor Karen Bass introduced Executive Directive 1 (ED1) to address the homelessness crisis and accelerate the development of affordable housing and shelters. ED1 brings City departments together to work quickly and efficiently, and LADOT has played a key role in this effort, helping new housing projects move forward while ensuring they are safe and accessible for everyone.

For LADOT, this work goes beyond approving permits. Each project is reviewed

to ensure it will function well within the surrounding community. This includes designing safe entry and exit points for residents and emergency vehicles. In prioritizing these projects for review, LADOT helps advance the construction of new housing.

Making affordable housing available to all who need it requires commitment and coordinated effort. LADOT's development review team is proud of its contributions to the City's effort to ensure Los Angeles is a City where every resident has a place to call home.



## Inside Safe Support

Mayor Bass' Inside Safe initiative is a City-wide, housing-led initiative that brings Angelenos experiencing homelessness off the streets and into stable housing. With a proactive and compassionate approach, Inside Safe supports those living in tents and encampments while working to prevent their return, creating lasting change in communities across the City.

LADOT's Parking Enforcement and Traffic Control plays a central role in this effort. LADOT Traffic Officers help direct traffic during Inside Safe operations, allowing outreach and sanitation teams to work uninterrupted. Parking Enforcement teams also coordinate closely with outreach workers to connect individuals to services while ensuring that vehicles used for dwelling do not pose environmental or safety hazards in public areas.

LADOT's Transit Division is also a participant in moving unhoused Angelenos indoors by providing buses and drivers to transport individuals to shelters and housing. This assistance helps bridge one of the major barriers to bringing individuals inside.



**FY 23-24**  
**Inside Safe**  
**Support**

**80**

Inside Safe  
Operations  
with LADOT  
Involvement

**255**

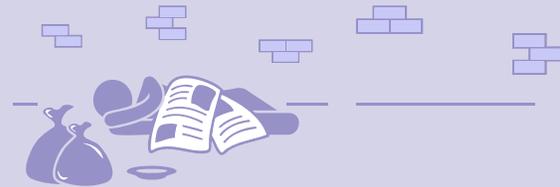
Traffic Officers  
Deployed in  
Support

**811**

Hours of Traffic  
Officer Staff  
Time

**1291**

Passengers  
Transported to  
Shelter Using  
LADOT Transit  
Vehicles



Together with Inside Safe, LADOT exemplifies the power of cross-departmental collaboration in addressing the homelessness emergency and reinforcing the City's commitment to a safer, more inclusive Los Angeles.



# Outstanding Performers

LADOT celebrates excellence among members of its staff by identifying Outstanding Performers. These are team members who exemplify LADOT values by performing their duties with diligence, professionalism, and distinction. These individuals are then recognized before the Los Angeles City Council Transportation Committee. Here are LADOT's Outstanding Performers for the 23-24 Fiscal Year.



**Austin Kano**  
Transportation  
Engineering Associate III

Austin has served as a team lead in the Active Mobility section for 8 years, focusing on project delivery and providing expert guidance and support to his team. Austin is also a member of LADOT's inaugural Racial Equity Core Team, demonstrating his commitment to advancing racial equity in the department.



**Jaclyn Garcia**  
Supervising  
Transportation Planner

Jaclyn led the implementation of the temporary LA AI Fresco program, providing crucial support to nearly 3,000 businesses during COVID-19. Due to the program's success, the City launched a permanent AI Fresco program, which Jaclyn has also been instrumental in implementing via her tireless collaboration with City departments.



**Benny Wong**  
Accounting Clerk

Benny's contributions to the Accounting Division have streamlined collection services, resulting in more timely and consistent invoices. His efforts have helped ensure the payout of outstanding accounts, preventing their referral to collection agencies and helping to foster strong partnerships between the department and community businesses.



**Jonathan Lintag**  
Fiscal Systems  
Specialist II

Jonathan oversees payroll functions, revenue collections, and more with LADOT's Accounting Division. Jonathan took the lead role in coordinating with internal stakeholders and external contractors for a complex banking transition and merchant services transition in June 2022 and December 2023 respectively, enabling LADOT to continue collecting revenues to support transportation programs.



**Eduardo Hermoso**  
Transportation Engineer

Eduardo works in the Development Review Division, bringing his attention to detail and problem solving skills to complex building permit applications in West LA. Eduardo's leadership has ensured his team has kept up with an unprecedented workload, including advancing affordable housing projects to help alleviate LA's housing shortage.



**Lala Mehrabian**  
Graphic Designer II

Lala plays a crucial role in supporting the department's operation, offering creative guidance on fact sheets, brochures, and slide decks for public meetings. Despite tight deadlines and numerous high-priority projects, Lala delivers exceptional work that ensures the department maintains a polished and professional image.



## Letitia Simon

Transportation  
Engineering Associate III

Letitia has been pivotal in spearheading the Black Engineers Growing Inclusion Networks (BEGIN) program, which provides mentorship and networking to Black engineers. Under Letitia's leadership, BEGIN has nearly doubled the number of Black engineers at LADOT, making the department a more inclusive space better prepared to serve all Angelenos.



## Sheila Ahorian

Transportation  
Engineering Associate III

Sheila oversees transportation plans for the Warner Center and Ventura/Cahunega areas, managing reviews and impact assessments for proposed developments with dedication and professionalism. For the Warner Center Specific Plan, Sheila has collaborated with stakeholders to promote transit and pedestrian-friendly environments that benefit the community.



## Pamela Lee

Supervising  
Transportation Planner II

Pamela brings her knowledge and experience to her leadership efforts on several LADOT efforts, including the Alternatives to Armed Enforcement report, Vision Zero planning and engagement assignments, and the hiring and expansion of the Active Transportation team. Pamela is currently leading First/Last Mile planning efforts for the 2028 Games.



## Shirin Sadrpour

Environmental Affairs  
Officer

Shirin joined LADOT to lead the UBM Pilot, a complex program that required coordination with partners and stakeholders, community engagement, and months of planning and administration. Shirin's efforts have been recognized by the Southern California Association of Governments, who awarded the 2024 SCAG Award for Outstanding Achievement in Sustainability to the UBM Pilot.



## Ruby Montelongo

Administrative Clerk

In the For-Hire Department, Ruby manages thousands of driver permits across various transportation sections with patience and a meticulous attention to detail. Ruby's work ethic and willingness to assist others, especially when managing the public counter, has been commended by colleagues and clients alike.



## Tovonni Price

Lieutenant

Tovonni has demonstrated exceptional performance and leadership with LADOT, leading major initiatives including the realigning of enforcement boundaries and the establishing of productivity guidelines for patrol districts. Tovonni ensures LADOT's core values are upheld in communities, earning respect from both her team and the public.



## Robin Quintanilla

Senior Transportation  
Planner I

On the Contract Administration team, Robin provides crucial guidance and support to the Bureau of Transit Services. Her expertise in transportation planning has been instrumental in managing large contracts vital to Angelenos. Robin consistently goes above and beyond to resolve issues professionally and ensure a smooth contract approval process.



## Yolanda Elizondo

Administrative Clerk

In her work with the Community Assistance Parking Program (CAPP), Yolanda provides unhoused individuals with assistance and advice on parking citations. Yolanda corresponds with thousands of program participants, always treating everyone she encounters in the course of her work with respect and dignity.



**Karen Bass, Mayor**  
**Hydee Feldstein Soto, City Attorney**  
**Kenneth Mejia, City Controller**

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