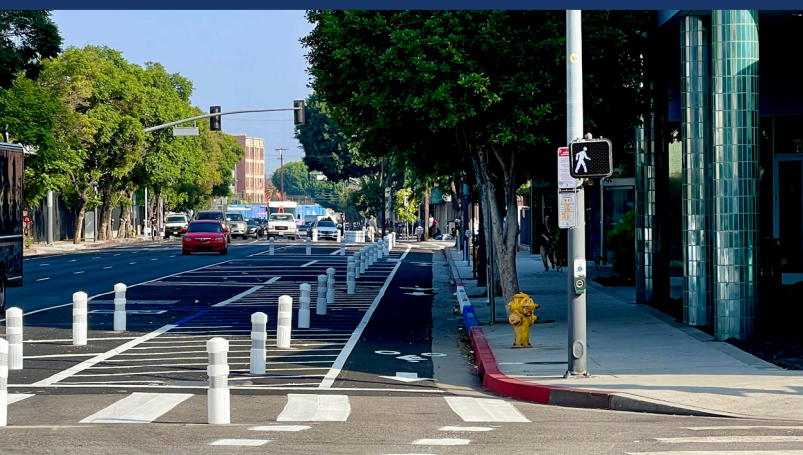




LADOT

ANNUAL REPORT

JANUARY 1, 2022 - DECEMBER 31, 2022



MESSAGE FROM MAYOR KAREN BASS



Dear Community,

I'm honored to serve our City as the 43rd Mayor of Los Angeles. As your Mayor, I'm working with all departments, including the Los Angeles Department of Transportation (LADOT) to build a New L.A. – one that is stronger, healthier, happier and safer for all.

LADOT provides important services to our great City, from managing traffic signals, to helping keep our roads safe and clear during major events, to adding new bike lanes, bus-priority lanes and electric vehicle charging stations. I want to thank the many City employees at LADOT who deliver for our communities.

In the years ahead, I will continue to work with LADOT and all departments to move L.A. forward.

MESSAGE FROM INTERM GENERAL MANAGER CONNIE LLANOS



Dear Community Members,

It is my honor to present to you our 2022 Annual Report. Managing more than 7,500 miles of streets, 4,800 signals, and 400 transit vehicles, the Los Angeles Department of Transportation (LADOT) plays a critical role in the everyday lives of Angelenos in every corner of our city. We know mobility creates opportunity, and remain committed to creating a transportation system that allows all Angelenos to get to where they need to go safely, reliably and affordably.

In 2022, LADOT continued to recover from the effects of the pandemic, restoring critical services that met the changing transportation needs of the communities we serve. Facing a tragic increase in traffic deaths, the Department worked with a coalition of cities and safe streets advocates to secure legislation that allowed us to reduce speed limits along 177 miles of City streets. We installed hundreds of new safety treatments along our City's High Injury Network (HIN), where we see the highest concentrations of fatal traffic crashes and serious injuries. This included adding more than 40 miles of new and upgraded bicycle facilities, 53 new traffic signals, and 168 new crosswalks. This as the department provided more than 13 million rides on our DASH transit system, which remains fareless for all. LADOT also continued to support the economic vitality of our City, managing the safe flow of traffic at hundreds of major events in the region, working with City partners to finalize a permanent Al Fresco program, and advancing new policies and tools that support innovation in transportation and create local jobs, like the revamp of our taxi system and the management of the largest dockless mobility program in the nation.

As we look back on the accomplishments of last year, we are well on our way to achieving new milestones in 2023. This year, the department has already secured more than \$200 million in new state and federal grants to advance street investments for neighborhoods across the City and directed those resources to the places that have lacked infrastructure for generations. These new resources bring much needed investments to communities that for too long have lacked the infrastructure and transportation options that create thriving neighborhoods. LADOT was also successful in securing a \$2 million USDOT SMART grant, which will allow the department to advance our efforts to manage one of our most high demand assets—our curb—with new digital tools that will help us dynamically ease congestion, increase safety, and create more efficiency and convenience for the region. And this year, we look forward to realizing more new infrastructure and services through our South L.A. Universal Basic Mobility pilot and the expansion of our EV Car Share program.

None of this work is possible without the dedication and diligence of our LADOT staff. In 2022, we focused on backfilling vacancies and promoting our people to ensure they have the resources they need to serve our communities well. We are also indebted to the community members who shared their lived experience and expertise with us to help ensure our projects and services are meeting neighborhood needs. As we look ahead, under the leadership of Mayor Bass and the Los Angeles City Council, we are excited and eager to continue our efforts and make our city a safer, healthier, more sustainable and equitable place with opportunity for all.

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Health and Safety

From engineers and planners to maintenance crews and traffic officers, all of us at LADOT understand our role to promote healthy communities and ensure the safety of streets. In 2022, 312 Angelenos were killed in car crashes. These numbers indicate that traffic violence is an urgent public health crisis. LADOT is confronting this crisis by prioritizing lives in its planning, decision making, and infrastructure investments. For decades, transportation planning focused on maximizing the volume and speed of vehicles on our streets. LADOT is breaking that trend by putting the safety of individuals using our streets to walk, bike, and drive, first. The City's most underserved communities are most at risk for traffic injuries and deaths, and we will focus our investments and engagement in these neighborhoods as well as pursue changes in state and local laws to promote safety.

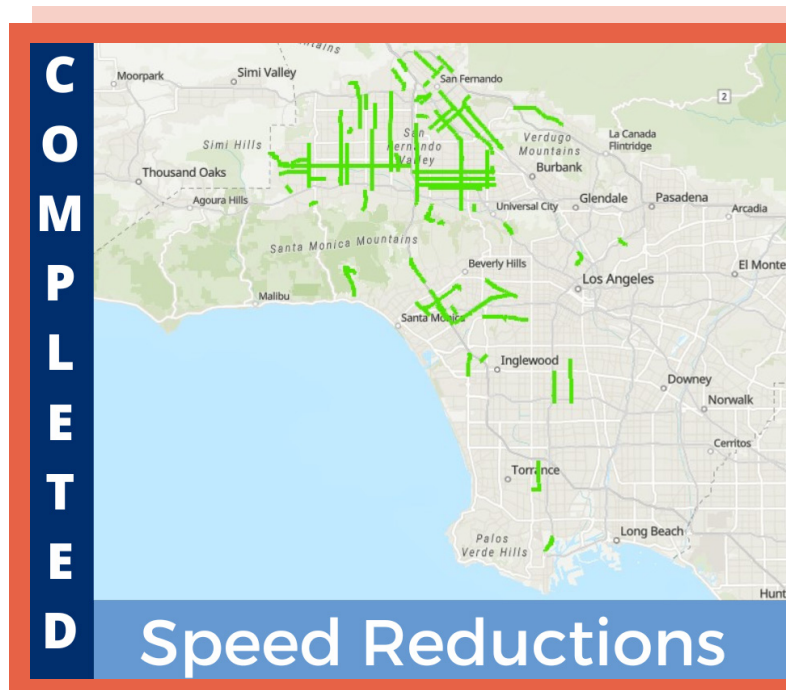
Reducing Speed Limits for Safer Streets on Major Corridors

Last year, for the first time in our City's history, LADOT implemented speed limit reductions across a wide range of arterial streets amounting to 177 miles of roadway. Prior to 2022, California law required speed limits to be set according to a formula called the 85% rule which, in practice, caused speed limits to increase even when there were no engineering changes to justify raising the limit.

Thanks to a bill passed by CA Assemblymember Laura Friedman, the vehicle code was rewritten to allow greater local control in how speed limits are set and give cities the option to reverse previously unjustified increases to the speed limit.

Speed is the primary factor in determining the severity of a crash. The faster a vehicle, the less time drivers and bystanders have to react to avoid a collision. When a crash occurs, faster vehicles cause more destruction than vehicles moving at a lower rate of speed. By reducing speed limits, we protect the most vulnerable road users: pedestrians, bikers, seniors, and children.

The 177 miles of speed limit reductions completed this year is a first step under the new law and



covers only the streets where there had been prior increases in the speed limit. In the coming year, we will identify additional streets for lower speed limits, such as commercial corridors with high pedestrian

usage as well as streets with high numbers of severe and fatal collisions.

In reducing speed limits at this scale, Los Angeles has taken a major step to promote safer driving behaviors and implemented one of the most significant safety developments in our City to occur in decades.



Slow Streets Installations Debut Across LA

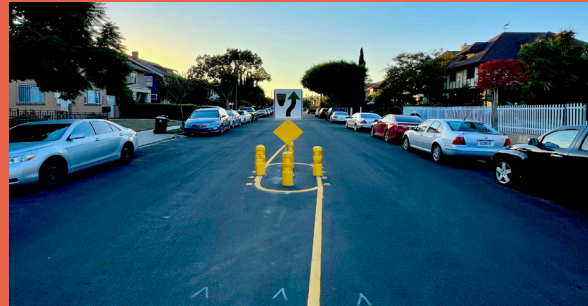
Just as reducing excessive speed on large arterial streets is an important step to promoting safety on our roads, LADOT also recognizes the importance of safe driving behavior on smaller residential streets. During the COVID-19 pandemic, LADOT launched the Slow Streets L.A. program to expand recreational options within communities without easy access to parks and other facilities. While initially planned as a temporary program,

the popularity of Slow Streets and continued demand for traffic calming measures in neighborhoods led us to develop and install more durable treatments. Over the course of 2022, LADOT completed twelve Slow Streets networks in communities across Los Angeles with 26 more planned for 2023. Below, find a summary of the types of treatments installed to date on Slow Streets in a neighborhood near you.

Slow Streets Treatments



8 Mini Traffic Circles



41 Mid-Block Splitter Islands



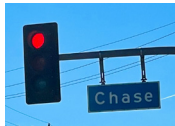
69 Gateway Splitter Islands



27 Signal Gateways

Safety Improvements and the High Injury Network

LADOT is dedicated to improving the safety of streets citywide. We prioritize this work by focusing on L.A.'s High Injury Network (HIN)—the 6% of city streets that make up approximately 70% of fatal and severe injury collisions for pedestrians. The chart below shows the number of new installations LADOT has made in key improvement categories both along the HIN and citywide in 2022.



Full Traffic Signals
4
TOTAL: 7



Left Turn Phasing Signals
16
TOTAL: 21



Crosswalks
124
TOTAL: 168

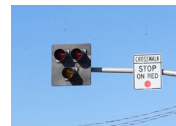


Pedestrian Refuge Islands
2
TOTAL: 3



Speed Humps/ Tables
49
TOTAL: 49

High Injury Network
 Citywide



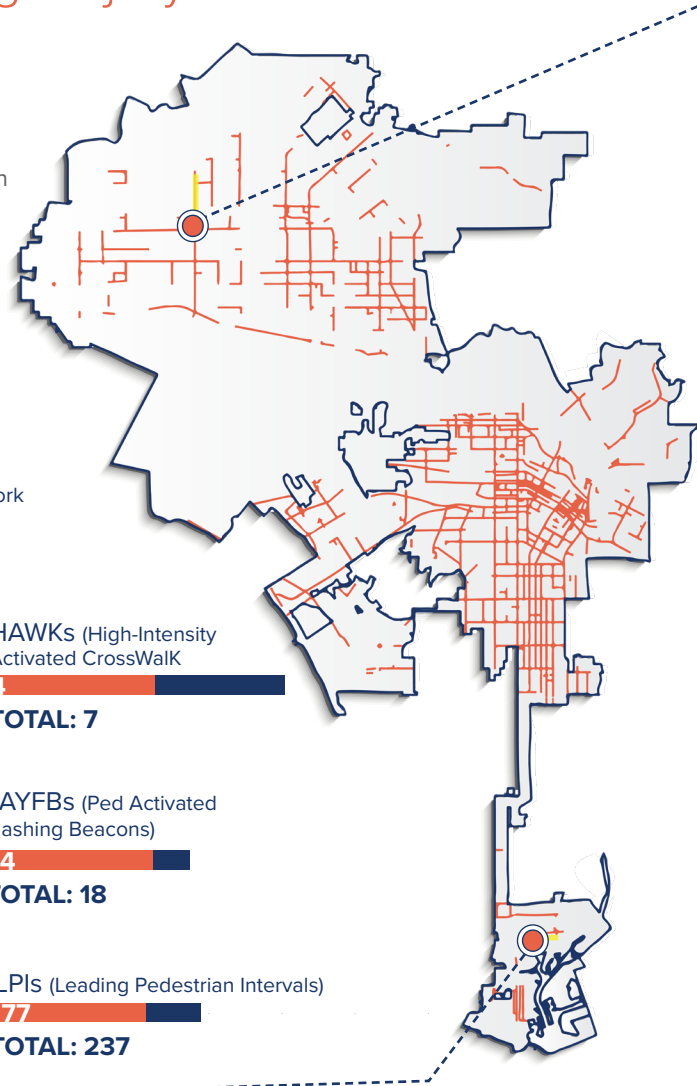
HAWKs (High-Intensity Activated CrossWalk)
4
TOTAL: 7



PAYFBs (Ped Activated Flashing Beacons)
14
TOTAL: 18



LPIs (Leading Pedestrian Intervals)
177
TOTAL: 237



SPOTLIGHT:

ANAHEIM PROJECT

Starting last year, LADOT made critical safety improvements to Anaheim Street in Wilmington. Anaheim is a High Injury Network priority corridor for safety treatments. Between 2010 and 2019, 35 severe and fatal collisions occurred on this section of Anaheim. LADOT received a \$32 million dollar Active Transportation Program grant from the State of California to install treatments to improve the safety and comfort of all road users, particularly the most vulnerable: people walking and biking. These treatments allow Anaheim to better serve and support the Wilmington community.

INSTALLED IN 2022:



16 Intersection Tightening



7 Leading Pedestrian Interval (LPI)



3 Pedestrian Paddle Sign



6 Pedestrian-Activated Flashing Yellow Beacon



4 Speed Feedback Sign




4 Lane Miles of Bike Facility

SPOTLIGHT: RESEDA BLVD

Starting in 2020, LADOT partnered with the Bureau of Engineering and StreetsLA to begin implementation of the Reseda Blvd Complete Streets project. This extensive capital project transforms 3 miles of Reseda Blvd to support safe multimodal travel in the West Valley with improved infrastructure for people walking, biking, using transit. Now, after over 2 years of work, the project is entering its final phase with final treatments to be installed this year.



INSTALLED IN 2022:

 **100,000** sf of sidewalk repair

 **12,000** feet of gutter repair

 **46** curb ramps

 **11** accessible loading zones

 **11** bus boarding islands

 **1** Ped island

2023 INSTALLATIONS:

 **3** miles Street Resurfacing

 **6** lane miles of protected bike lane

 **8** left turn signals

 **1** Hybrid Ped Beacon



2023 INSTALLATIONS:

 **7** High-intensity Activated Crosswalk (HAWK)

 **2** Pedestrian Refuge Island

 **2** Traffic Signal - Conventional

 **3** Traffic Signal - Protected Left-Turn

2022 Active Transportation Program Grants

Our mission is to build a city with safe, affordable, and sustainable transportation options in neighborhoods. We know that when we create access to mobility, we create access to opportunity. In 2022, LADOT won over \$200 million in grants from the State of California which will enable us to deliver transformative projects in every corner of the city and make communities safer, greener, and more connected. Here's a preview of the projects that LADOT will install in the years ahead thanks to these grants.



\$38.6 million

Skid Row Connectivity and Safety Project

LADOT will bring safety and connectivity improvements to the Skid Row neighborhood of Downtown Los Angeles where 50 percent of residents live in poverty and 35 percent of residents are unhoused. The area has few bike facilities, few crosswalks, and sidewalks that need repair. This grant will allow us to deliver over two miles of protected bike lanes, improved sidewalks, secure bike lockers, hydration stations, electric bike charging stations, high-visibility crosswalks, shade trees, and benches. The project will provide safer connections to transit, three schools, parks, City Hall, medical facilities, and employment opportunities.

\$23.58 million

Normandie Beautiful: Creating Neighborhood Connections in South LA

This project will improve pedestrian and bike safety with enhanced pedestrian crossings, traffic signal modifications, and low-stress bicycle facilities that address community-identified mobility barriers. Safety improvements will be concentrated near Vermont Ave Elementary School, a "Top 50 School with the Most Need" as identified by LADOT's Safe Routes to School Strategic Plan. Normandie Beautiful will serve as a key connector to existing and proposed projects that run perpendicular to Normandie Ave, while creating a denser, safer, and more complete active transportation network.



\$42.3 million

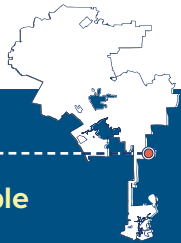
Osborne Street: Path to Park Access Project

Osborne Street between San Fernando Road and Foothill Blvd will receive treatments for a connected, complete street that improves access to transportation options, neighborhood destinations, open spaces, and trails. Osborne Street is the missing link for people traveling to Hansen Dam Recreation Area and the neighborhood transit destinations in Pacoima.

\$32.33 million

Wilmington Safe Streets: A people first approach

Located near the Port of Los Angeles, this project will provide needed active transportation connections in the low-income Wilmington community. The project will install Class II, III, and IV bike facilities, pedestrian and ADA improvements, and traffic calming measures to improve safety for all modes. Residents will be better connected to 11 schools, 5 parks, 3 recreation centers, Wilmington community gardens, businesses located along Avalon Boulevard and Pacific Coast Highway, and Metro J (Silver) Line BRT Transit Station and 4 bus lines, all within one-mile of the project.



\$37.74 million

Western our Way: Walk and Wheel Improvements

Significant safety improvements will be installed along nearly 7 miles of Western Ave from Washington to Century. The project will include dozens of new and upgraded crosswalks, traffic signals, pedestrian beacons, intersection tightening, and other treatments that make the street safer for people walking and traveling along this corridor.



\$34.4 million

LA River Greenway: East San Fernando Valley Gap Closure

This gap closure will create approximately 3.2 miles of greenway along/adjacent to the LA River from Lankershim to Whitsett in the East San Fernando Valley. The project will transform the non-motorized environment by providing a safe and direct alternative to walking and biking on high-speed, high-volume arterials and connect people to existing ped/bike facilities, schools, parks, and other community destinations.





Equity

At LADOT, Los Angeles communities are at the center of our work. We value racial and socioeconomic equity, and we are committed to addressing inequities and creating a transportation system that treats everyone with dignity and supports vibrant communities. Affluent Angelenos are more likely to own a car and be able to meet their transportation needs with expensive private transportation options, such as taxis, rideshare, and electric scooters. Car ownership and access to resources should not determine your access to mobility options. Public sector agencies like LADOT must level the playing field by extending the same opportunities to everyone. How to narrow and ultimately eliminate the divide in transportation –and access to opportunity– is the most critical issue for transportation professionals in Los Angeles to solve. To achieve this, we have developed new programs and expanded existing ones to create a transportation system that is affordable, safe, and accessible for all.

Gender Equity Planning and Progress

Following 2021's "Changing Lanes: A Gender Equity Transportation Study," LADOT continues to put women, girls, and gender minorities at the center of transportation planning, policies, and project design for the city.

In 2022, the department initiated a comprehensive Gender Equity Action Plan for transportation in Los Angeles. The action plan is a roadmap of short- and long-term actions to improve gender equity across LADOT's programs and services and will produce materials to guide other public agencies interested in implementing a similar process. The effort represents a significant step towards achieving a more gender-equitable transportation system in Los Angeles and will deepen the impact of Changing Lanes.

A working group of City agency staff and a Resident

Advisory Committee met throughout the fall of 2022 to discuss opportunities and barriers to implementing more equitable infrastructure and programs. In 2023, LADOT and project partners will develop and launch a pilot to test how infrastructure solutions that are planned collaboratively with female community members can better serve gender-specific travel needs.

Current efforts to implement the recommendations in Changing Lanes include steps to expand and standardize data collection practices, investing in Universal Basic Mobility programs in underserved communities, creating training materials and guidelines to better equip staff, and centering gender and racial equity in department-wide engagement initiatives.

LA Play Streets Bring Out the Joy in Communities

LA Play Streets were back in action this year, converting neighborhood streets into playgrounds so families and especially young children could enjoy safe spaces for play and community connection. For each Play Streets event, LADOT works in partnership with community-based organizations to identify areas without easy park access. The Department then closes the street to cars for the day and delivers a box of supplies to support play, art, and recreation while community members bring the creativity and joy, often in the form of music, food, and dance.

In 2022, we held Play Streets events in Watts supported by Bright Watts and the Urban Peace

Institute, and in Panorama City working with Pacoima Beautiful. These events attracted hundreds of playful residents young and old, who were able to experience their street in a way they never had before. In addition to the laughter and hula-hooping, Play Streets offer attendees the chance to connect with various health resources and social service providers, showing how streets are not only a place for travel and play but a space where we can strengthen communities.

We look forward to celebrating more Play Streets events in the year to come! Communities interested in Play Streets events can visit LAPlayStreets.com to learn more.

Community Partnership:

1. What is the history/backstory of Pacoima Beautiful and its mission?

Through collective action, we strive to create a safer and cleaner community where children, their family, and neighbors can thrive. We believe that Pacoima and the Northeast San Fernando Valley residents are powerful and transformational environmental justice leaders who are stewards of our environment, health, and communities. Pacoima Beautiful is a grassroots environmental justice organization that provides education, impacts local policy, and supports local arts and culture in order to promote a healthy and sustainable San Fernando Valley.

Our mission driven work is guided by our set of values.

Equity – We strive to rectify the injustices experienced by our communities through collective action and a commitment to our mission.

Collaboration – We demonstrate our dedication to uplifting community voices by intentionally creating opportunities for community to inform decisions and committing ourselves to holding space for community to speak for itself when practicing their civic duties.

Diversity – We are committed to welcoming different perspectives, ages, races, genders, sexual identities, and religions.

Power-with – We are committed to movement- building by nurturing people power so our communities can influence policy and decision-making to create a more sustainable community.

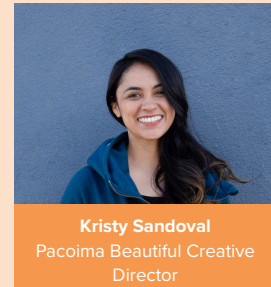
Integrity – As an organization grounded in a grassroots approach, we are accountable to our members, who keep us steadfast on the mission, and vision on which Pacoima Beautiful was founded. We work transparently to engage the community in a participatory process.

2. What do you think is the greatest obstacle or challenge to fulfilling that mission and how can partnerships between an organization like Pacoima Beautiful and LADOT help overcome this challenge?

In working with the community, the greatest obstacle is gaining their trust. Many are not aware of the programs that are offered and need training on how to advocate for themselves and their neighborhood. In providing events and workshops, we make a strong effort to make those one-on-one connections that will build a partnership to then build that collaboration to identify needs and provide resources. With a partnership between Pacoima Beautiful and LADOT, we can reach a larger audience and expand on the resources provided. The needs identified require a team to resolve. Through LADOT's reach, and Pacoima Beautiful's reach we give families a space to share their voices and work together to build a safe, connected, vibrant community.

3. What is your advice to someone who wants to get involved in promoting safer, more livable streets and beautiful neighborhoods but doesn't have a lot of resources or connections?

My advice is to get involved. Attending neighborhood meetings, calling the council office and reaching out to the local schools. The first part is asking questions. Often time I suggest volunteering to begin building those connections and get informed on what's happening in your community.



Kristy Sandoval
Pacoima Beautiful Creative
Director

UBM



In 2022, LADOT established the South L.A. UBM Pilot to deliver on the promise of Universal Basic Mobility. Through this program, LADOT will take action to ensure that every Angeleno has dignified, reliable, safe, and affordable transportation options that serve their needs.

LADOT selected South L.A. as the pilot area for this initiative due to the high concentration of poverty along with a legacy of underinvestment in transportation infrastructure that has resulted in poor health and safety outcomes. 65% of households within the pilot zone are highly dependent on transit

and 29% fall below the federal poverty level.

The pilot invests in expanding opportunity by funding a variety of community-driven transportation solutions, including shared electric vehicles, a zero emission shuttle, e-bike library, and a mobility wallet that will launch beginning in 2023. LADOT also partnered with the Los Angeles Cleantech Incubator and L.A. Trade-Technical College to train and certify young Angelenos in EV maintenance which will ultimately allow residents to find employment supporting the infrastructure investments made under this program.

PROJECT ELEMENTS:

A. Mobility Wallet



2000 Low-income participants will receive **\$150/month** for **12 months** for transit and shared mobility.

B. Electric Mobility



250 E-bikes including e-cargo and adaptive micromobility



FREE electric shuttle service for one year



100 additional BlueLA EV car share vehicles in South LA



Zero Emission Delivery
Options may include up to **20** e-cargo; e-courier bikes; a micromobility hub with bike storage or charging facilities

C. Charging for All



Over 100 EV chargers affixed to street lighting and at library and park locations

D. Quick-build Active Streets



The CARB STEP grant will provide:

- 2** pop-up events,
- up to 5** street safety treatments,
- 1** safety programming event,
- 3** route rides with CicLAvia and
- 2** design labs.

E. Rail-to-Rail First Mile-Last Mile

Street enhancements that will facilitate safe and comfortable pedestrian and bicycle connections between the future Rail-to-Rail Active Transportation Corridor and the Crenshaw/LAX Fairview Heights Station.



F. Community Outreach



Targeted community outreach through a Resident Advisory Committee, Steering Committees, and CicLAvia open streets events.

G. Workforce Development



Workforce and youth ambassador training for at least **200** participants covering EV charging, electric mobility maintenance and repair, and outreach.



Training Angelenos for an EV Future

A key component of LADOT’s Universal Mobility program is training Angelenos so that they can participate and benefit from the transportation revolution happening in our city. That’s why LADOT partnered with the Los Angeles Cleantech Incubator (LACI) to develop training and certification programs for young Angelenos in the maintenance of electric vehicles and chargers.

In 2022, LACI completed three rounds of training focused on developing skills of individuals from marginalized or underrepresented communities, including an all-female class.

Round 1) A three week Micromobility (e-bikes + e-scooter) maintenance training program to prepare trainees with the skills to repair and maintain e-bikes and e-scooters. This program provided participants with industry-recognized certifications and hands on experience to support first and last mile zero emissions transportation. At the end of the course, 15 students received certifications.

Round 2) An All-Women EVSE Maintenance Training Course that prepared participants with the skills to perform the maintenance, troubleshooting, and commissioning of electric vehicle supply equipment (EVSE). Participants kicked-off their training at Tritium, a DC Fast Charger Manufacturer, where they toured the innovation center and experienced DC fast chargers first-hand. Participants also gained an understanding of



project management, EVSE technical knowledge, and electrical safety processes and procedures by receiving their NFPA 70-E (electrical safety) and OSHA-10 (workplace safety) certifications. 27 young women received their certifications during this program.

Round 3) Light EV Battery Maintenance Training Course. Batteries are the single largest, most expensive, and most technically challenging component of any Electric Vehicle. Understanding them is vital to any mechanic or technician working in this field. After completing the Technical Bootcamp, participants received a Resume Workshop to help them update their resumes to reflect the newly gained skills and certifications they attained. 9 trainees completed the course and received certification.

Congratulations to all the new EV technicians!

Traffic Officers



Keep L.A. Moving

LADOT Parking Enforcement and Traffic Control (PETC) Officers are critical to countless operations across our city. Whether they are supporting special events like CicLAvia and the Academy Awards, or providing traffic control assistance to emergency response operations, LADOT Traffic Officers work around the clock and in all types of weather to ensure roads are safe and accessible. Traffic Officers are also a key component in the city’s efforts to address the homelessness crisis by supporting community cleanups and providing referrals to service agencies for individuals living in vehicles. Here is just a sampling of the operations showing the breadth and scale of services LADOT Traffic Officers provide to keep our city moving.

Responding to the Homelessness Crisis

Traffic officers serve two primary functions to support the City’s efforts to bring unhoused Angelenos indoors. During CARE+ community cleanups, LADOT Traffic Officers help secure streets and direct traffic so that clean up vehicles and service providers can work safely. LADOT traffic officers also assist Angelenos living in vehicles by providing referrals to service providers.

650

Cleanup and Recovery Operations Supported

1,450

Vehicle Dwelling Contacts | Referrals



LADOT Customer Care Hotline

LADOT Parking Enforcement and Traffic Control maintains a 24-hour hotline to receive and resolve service requests from constituents. Services include assisting residents in paying or contesting a parking citation as well as dispatching traffic officers to address illegally parked vehicles or to inspect an abandoned vehicle.

314,050

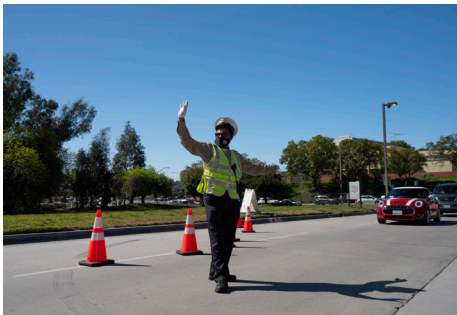
Incoming Calls for Service

75,550

Outgoing Calls for Dispatch

8,750

Abandoned Vehicles Removed



Event Support

Los Angeles is home to sports teams, the entertainment industry, marathons, and hosts regular global gatherings such as the Summit of the Americas. Each event requires Traffic Officers to support the safety of attendees while ensuring the rest of the city can continue to function. Here is a run down of the resources and staffing needs Traffic Officers fulfill to keep Los Angeles moving during major events.

4,800

Special Events Supported By
PETC in 2022

200,700

Total Hours





Economic Growth

Economic opportunity is inseparable from mobility and the operations of the Los Angeles Department of Transportation. LADOT is fostering innovation to make Los Angeles a center of transportation tech businesses and jobs. By collaborating with entrepreneurs and companies, we are putting Angelenos to work and attracting investment into our City, which generates revenue for important City services. Whether it's the movement of goods, the many companies and industries that use the public right of way, major events that attract both tourists and residents, or the new construction of housing and commercial properties that require permits and traffic management, LADOT plays a vital role in supporting a thriving economy in Los Angeles. In this section, we will review some of the major economic milestones LADOT has supported over the last year.

Special Traffic Operations Support a Thriving City

LADOT Special Traffic Operations Division (STO) serves a unique function for Los Angeles. Whenever there is a major sporting event – such as on October 20, 2022 when LAFC faced off against L.A. Galaxy at Banc of California stadium on the very same day and at the same time that the L.A. Lakers and L.A. Clippers played each other at Crypto.com Arena – it is our STO engineers who plan and execute traffic management plans to ensure that both attendees and people going about their day can travel. STO planned over 500 such events in the 2022 calendar

year. On top of that, they are also tasked with emergency response during Crises.



A New Model For Taxi Operations in Los Angeles

In 2022, LADOT finalized the first update to the City’s taxi regulations since the 1990s. These reforms include significant changes to the taxi system in Los Angeles that will improve competitiveness of taxis as a mode of transportation while maintaining safety, environmental standards, and a fee structure to support a living wage for drivers.

Policy changes include:

1. Open Market System: Eliminates the cap on total number of taxis. Any operator who meets the requirements for a license – insurance, training, security checks, and vehicle inspection – may offer taxi services.
2. Relaxed Trade Dress for Vehicles: Lowers costs for taxi operators by allowing a vehicle to be any factory color while maintaining other required features of a taxicab, including safety standards.
3. Expedited Driver Onboarding: Reduces the time it takes to become a driver by moving processes online to increase onboarding efficiency, shifting training requirements to the taxi service
4. Upfront Pricing Calculation: Riders will know the cost of a ride before they get in a vehicle, which improves the customer experience and decreases accusations of improper charging against drivers. This also lowers the cost of outfitting cars by not requiring the hard-wired installation of meters.
5. Data Sharing with Mobile Data Specifications (MDS): Data requirements enable LADOT to better understand travel patterns, where to locate taxi zones and other curb management functions, and provide data to inform and develop equity programs.



companies, and making it easier to permit drivers and vehicles from other jurisdictions.

Great Streets Support Thriving Communities

Transportation infrastructure and design is key to creating and connecting to a sense of place. Through placemaking, a street can become a focal point in a community where people enjoy walking and patronize local businesses to support the economic growth of a neighborhood.

In 2022, LADOT broke ground on Re-Imagine Ventura in Woodland Hills and cut the ribbon on the Centinela Great Street in Del Rey.

Reimagine Ventura:

Ventura Blvd is one of LA’s most iconic streets, synonymous with the Valley. This project establishes the stretch of Ventura from Royer Ave to Sale Ave as a main street where people gather to shop, dine,



and do business and can travel however they please –whether on foot, bike, car, or other means– safely .

The project includes the addition of two more signalized crossings so people walking do not have to travel far to cross the street, a buffer zone to create more separation of bikes from the vehicles driving, and reverse-angle parking which makes bikers more visible to people parking their vehicles and increases the overall parking availability on the street to the benefit of all the businesses in the area. This project will also help to create a more welcoming environment with trees, landscaping, and benches.

Centinela Great Street

The Great Streets program works collaboratively between residents, businesses, and City departments. Heart of Del Rey, the Del Rey Neighborhood Council, and business owners and residents prioritized improvements on Centinela and applied for Great Streets treatments with a goal to make Del Rey’s commercial corridor more pedestrian friendly and accessible.



LADOT installed Pedestrian Hybrid Beacon (HAWK) signals at Centinela and Greene along with high visibility continental crosswalks and curb extensions, which narrow the distance a pedestrian must traverse when crossing the street. The project also includes new lighting, 10 new trees installed to beautify and cool the sidewalk areas, and new curb ramps to ensure accessibility of the crosswalk. Finally, LADOT will install six bike racks to allow residents and visitors to arrive by any means of transportation that they wish.

Planning for a Thriving City

The Transportation Planning and Development Review section of LADOT is the starting point for a great deal of economic activity in Los Angeles. When considering new construction, LADOT must review and approve a Transportation Impact Study to ensure a safe flow of traffic. LADOT may also establish conditions such as the installation of traffic lights to mitigate any impacts. In 2022, LADOT processed a record 1305 building permits. Here is a look at the numbers that Development Review Staff processed in the last year:

This bureau also develops planning for regionally significant projects to ensure that the objectives of the City of Los Angeles are considered. This includes projects that are led by other agencies or may be years from construction, such as the Sepulveda Transit Corridor or the Crenshaw North Extension. Additional 2022 projects reviewed include environmental documents such as the L.A. Zoo Vision Plan, Silver Lake Reservoir Master Plan, and the Palmdale to Burbank High Speed Rail section.

LADOT also initiated and executed an Interdepartmental Project Delivery Memorandum of Understanding that will guide how multiple City departments cooperate on planning, designing, and building major infrastructure projects. This work is critical to streamlining processes for a wide range of infrastructure investments coming to our region in the coming years from the Olympics, Measure M, SB1, and other sources to ensure successful implementation and maximum returns on these investments for the people of Los Angeles.

- 107** Transportation Impact Studies
- 1305** Building Permits
- 292** Driveway Design Plans
- 70** Condition Clearances
- 95%** of Development Reviews completed in less than 90 days



CAPP Connects Homeless Individuals to Services

The Community Assistance Parking Program (CAPP) allows LADOT to enforce parking rules and regulations while protecting vulnerable populations. Parking citations are a necessary tool to ensure that drivers abide by laws that provide for safety and quality of life, but they can be disproportionately burdensome to houseless residents.

LADOT provides support for people in financial distress with the CAPP program. Through this program, individuals can choose one of several community service options in exchange

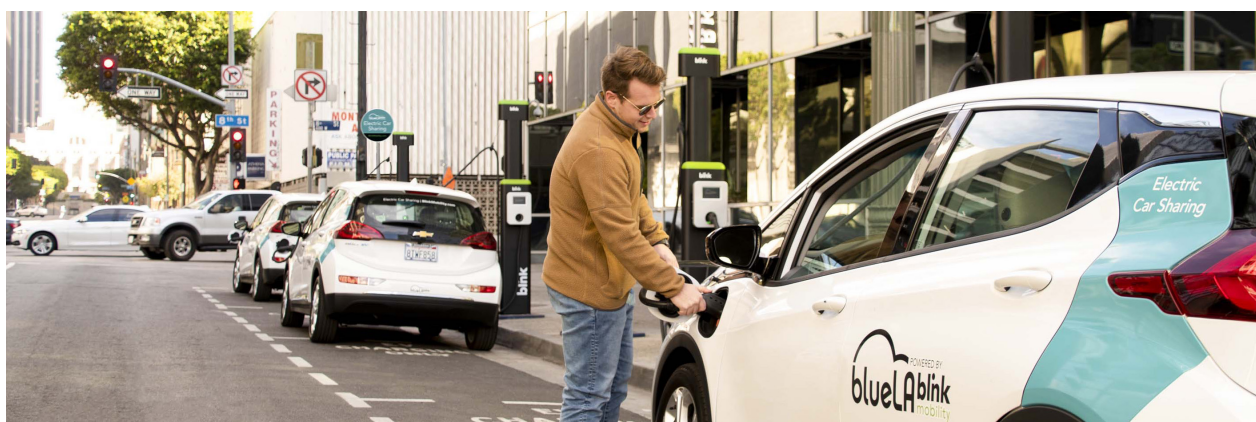
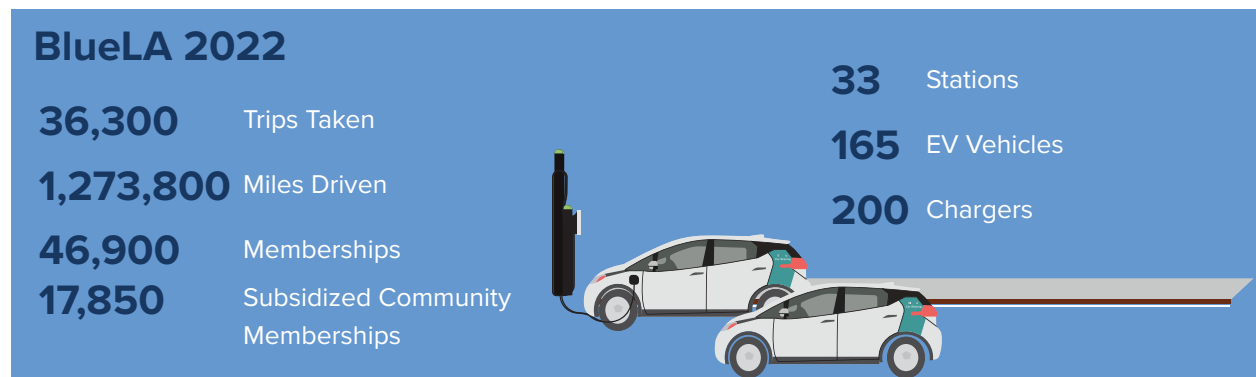
for dismissed citations. Options include case management services, resume building, mental health assistance, and much more.



BlueLA Provides Accessible Mobility Options For Angelenos

L.A.'s electric vehicle carshare program, BlueLA, provides L.A. residents access to shared electric vehicles with low-income discounts for qualified residents at \$1/month. This service offers crucial mobility options for individuals who may not have access to their own vehicle, and is now thoroughly

embedded in the transportation fabric of Los Angeles. Participants report using the vehicles for medical appointments, grocery pick-ups, and job interviews. LADOT is working to expand BlueLA by increasing the Citywide number of multi-charger stations to 100, with a fleet of 300 vehicles.



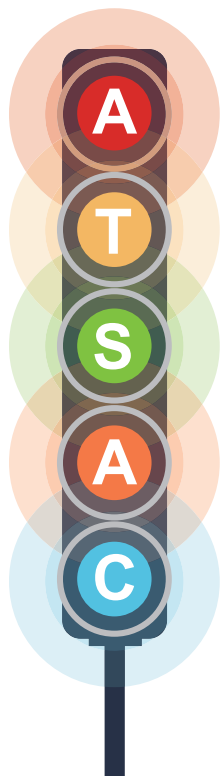
ATSAC The Next Generation

(Advanced Transportation System and Coordination)

In November, LADOT unveiled the new Advanced Transportation System and Coordination (ATSAC) center which expanded and upgraded the City of Los Angeles' transportation management operations with a new state-of-the-art facility.

LADOT developed the original ATSAC to coordinate traffic signal systems in advance of the 1984 Summer Olympic Games. At the time, ATSAC controlled 118 signals in the vicinity of Downtown LA and the Los Angeles Memorial Coliseum. Today, ATSAC manages over 4850 signals across 7500+ miles of city streets and coordinates movement and flow of vehicles across multiple modes of transportation, including those that did not exist when the system was created such as Metro Rail.

By providing signal prioritization and coordination for buses, emergency vehicles, rail crossings, and even bike signals, ATSAC has evolved with the City of L.A., supporting the wide variety of transportation modes in use today to promote safe travel, lower emissions, and reduce the amount of time Angelenos spend in traffic. Here's an overview of ATSAC's wide range of capabilities.



Adaptive
Signal Timing
& Incident
Detection



Transit &
Emergency
Vehicle
Preemption



Rail Crossings



Reversible
Lane
Operation



Pedestrian
Safety



Signal & Lamp
Outages in
Real Time



Real-Time
Congestion
Management



Traffic
Collision
Data
Analysis



LADOT SYSTEM



7+ Terabytes
Real- Time Data Processing Per Day



4,850+
Traffic Signals



7,500+
Miles of Streets



1,500
Traffic Signals with
Transit Priority



26,000+
Traffic
Sensors



500+
35X Cabinets
Installed



100%
LADOT 2070
Signal Controllers



620+
CCTV Traffic
Cameras



350+
CalTrans Signals
that LADOT
Operates



400+
Signals that Flash
Yellow at Night
to Slow Driving
Speeds



65+
Signals that
Rest in Red to
Slow Driving
Speeds



15
Scramble Ped
Crossings



1,340+
Signals with
Leading Ped
Interval (LPI)



85+
Signals with
Sabbatical
Recall



16
Ped Hybrid
Beacons
(HAWKs)



150+
Ped Warning
Devices (flashing
Yellow Beacons)



130+
Midblock
Ped Signals

Sustainability

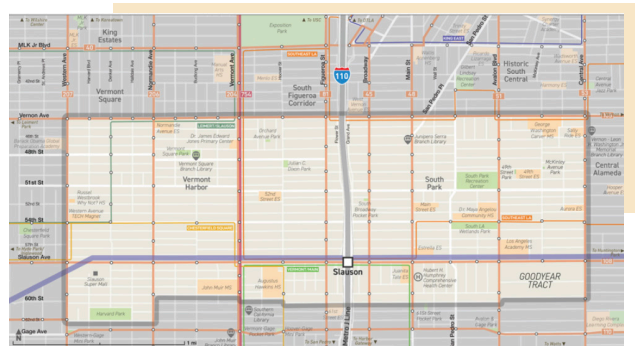
The way we move people and transport goods significantly impacts our lives and our environment. At LADOT, we are dedicated to moving our City towards a more sustainable transportation system. This includes transitioning our fleet to zero-emission electric vehicles as well as delivering infrastructure improvements that encourage a wider adoption of sustainable transit modes such as walking, biking, and public transit. Our work also includes partnering with other agencies and community-based organizations to address the disproportionate impact of climate change and poor air quality in low-income communities of Los Angeles.



In Fall of 2022, the California Strategic Growth Council (SGC) awarded a \$35 million Transformative Climate Communities Grant to support the creation of the South LA Eco Lab. To secure this grant, LADOT partnered with a coalition of community groups led by SLATE-Z to develop a program that would improve environmental conditions and reduce pollution in South L.A. The funding combines with \$24.6 million in funding from Metro and the City of L.A. in support of a \$60 million program.

This project will invest in South L.A. infrastructure that will support reduced emissions, safer streets, and more livable communities in South L.A. Projects include Stress Free connections, EV car share, cool pavement projects with Streets L.A., home solar installation, additional tree planting, school green and open-space projects, and stormwater capture.

The South LA EcoLab will serve an area of South Los Angeles adjoining LADOT's Universal Basic Mobility



Pilot area. The two programs share community-based sponsors ensuring that they will operate in collaboration in service of South Los Angeles communities.



A Long Range Bike Share Partnership with Metro

LADOT’s partnership with L.A.’s regional transportation agency Metro continues as we re-established Metro bike share stations in North Hollywood and began looking into further expansions in South L.A. Bike Share provides a reliable, low-cost transportation option that is

both active and environmentally friendly. We also continue to add popular e-bikes to the system which provide powered assistance to riders which increases the range that a person can travel in a given time period so more individuals can choose to bike to-and-from their destinations.

290,370 Number of Metro Bike Trips 2022 **164** Number of E-bikes
1,563 Total Number of Bikes **218** Number of Bike Share Stations



Community Partnership:

1. What is the origin/history of Slate-Z? What is its mission for South Los Angeles?

The South Los Angeles Transit Empowerment Zone (SLATE-Z) is a collective impact effort founded in 2014 to revitalize South Los Angeles by moving residents to economic opportunity. Our work addresses economic revitalization and environmental sustainability in South Los Angeles, focusing on five levers of change: transit, jobs, small business and entrepreneurship, education, and public safety. In 2016, SLATE-Z became the backbone entity for the newly federally designated “South Los Angeles Promise Zone,” which is now one of 22 Promise Zones throughout the nation that address poverty in select urban, rural, and tribal communities. The South Los Angeles Promise Zone (for which Los Angeles Trade Technical College serves as the lead entity) covers a five-mile area that is home to roughly 200,000 people. Today, SLATE-Z is involved in various transformational efforts, working with 100+ cross-sector partners from government, community-based organizations, academic institutions, and various associations.



Zahirah Mann
President & Chief Executive Officer

2. What do you view as the most difficult part or largest obstacle in achieving that mission? How can partnerships like those between LADOT & SLATE-Z help overcome those obstacles?

When SLATE-Z launched, the poverty rate within the South Los Angeles Promise Zone area was over 40%; it has since decreased by around a third but there is still significant work to be done, which must be accomplished while remaining focused on the impacts and benefits to the historic community. The most difficult and critical ingredient that SLATE-Z needs to advance its work is deep, coordinated collaboration with partners, residents, and businesses. As a collective impact effort, SLATE-Z connects with 100+ partners who bring a variety of skill sets and resources, allowing all of us to be stronger and more innovative and effective together. At SLATE-Z, we have worked with LADOT, for example, to develop initiatives (e.g., Universal Basic Mobility, Transformative Climate Communities) that increase mobility, transit access and affordability, workforce development opportunities, climate mitigation, and infrastructure improvements. In the past few years alone, SLATE-Z’s partnership with LADOT and others has secured over \$75M in critical investments for South Los Angeles. As the backbone entity for the South Los Angeles Promise Zone, SLATE-Z works to ensure that these investments also serve as a model for the rest of the region, state, and nation – scaling, replicating, or tailoring what is piloted in South Los Angeles.

3. What’s your advice to someone who wants to get involved and support the mission of making streets more livable, sustainable, and safe but doesn’t necessarily have a lot of resources or connections?

For those who want to get involved, the best advice we can provide is to follow that instinct and connect with others. No one person or entity has all the resources (e.g., time, money, knowledge) to address every problem in need of a solution. We all need collaborators to help us advance the work. Your knowledge of the local community is valuable, and that expertise is vital to developing successful solutions that make streets more livable, sustainable, and safe. Bring that perspective to the table. At SLATE-Z, our workgroup meetings are open to our partners, and we also convene focus groups, resident advisory committees, and groups of stakeholders. We are focused on collaboration with governmental partners like LADOT, which can lead to transformational opportunities through dynamic partnerships. Participating in collaborative efforts helps promote equity and economic opportunity, and can lead to solutions that improve environmental conditions, such as poor air quality, greenhouse gas emissions, and urban heat island effects in historically disadvantaged communities. All of this requires the insight and expertise of the local community, which is a critical and valuable resource.





Transit Service Provides Support for Communities

LADOT transit services are a key component of our efforts to support Los Angeles families as well as transition our transportation system to a more sustainable model. Our most used service, DASH, has remained fare-free since 2020, offering users a no-cost way to travel within communities. Additional transit services fulfill other transportation needs, such as Commuter Express, which provides long-range transportation for commuters, and CityRide on demand transit, which includes services for individuals with mobility challenges. LADOT’s Dial-a-Ride program also works with taxi companies to supplement low-cost transportation often utilized by

the elderly.

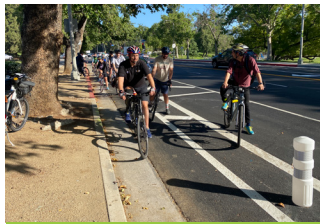
In 2022, LADOT brought its first all-electric commuter express vehicle into service, which joins 30 all-electric DASH buses as we work towards a fully electric fleet by 2028. LADOT also launched its newest DASH service in North Hollywood, which connects residents and visitors to amenities and wider regional transit options at the NoHo Metro Hub. Finally, LADOT completed the Alvarado Bus Lane, which will reduce delays and improve service for multiple bus lines, including DASH’s second-most utilized transit line, the Pico Union/Echo Park line.



| Modes | Total Ridership 2022 |
|------------------|----------------------|
| DASH | 9,479,109 |
| Commuter Express | 716,687 |
| Cityride - DAR | 40,611 |
| Taxi Cab | 83,291 |
| LAnow | 37,820 |
| System Total | 10,357,518 |

LADOT New & Upgraded Bikeways

Calendar Year 2022 Year End Report



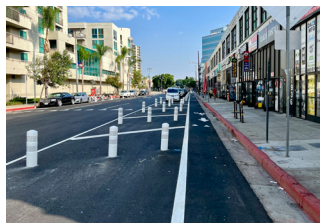
RIVERSIDE DRIVE



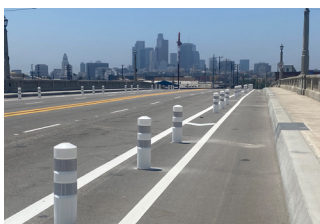
SAN VICENTE



LA RIVER PATH



3RD STREET



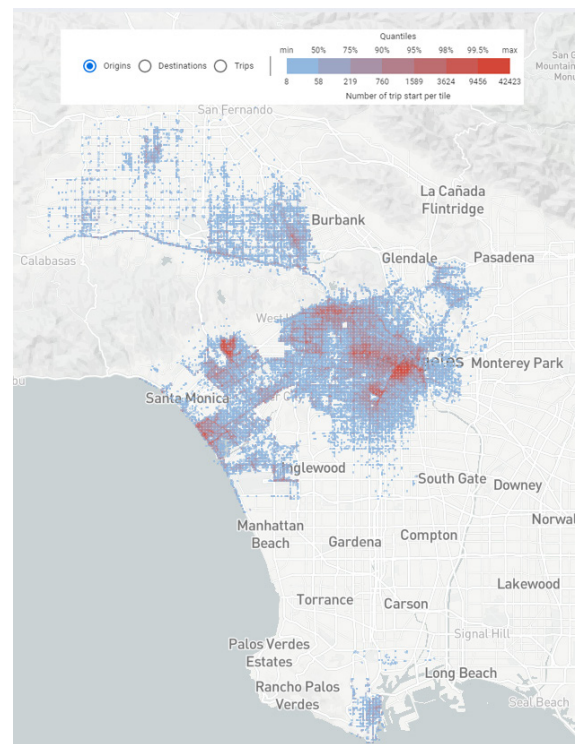
SPRING STREET BRIDGE

| Street/ Project | CD | Bikeway Type | Length (mi) |
|-----------------------|----------|-----------------------------|-------------|
| 1st St | 14 | Lane/Protected Lane | 1.25 |
| 3rd St | 14 | Protected Lane | 0.54 |
| 6th St / Whitter Blvd | 14 | Lane/Protected Lane | 2.08 |
| Avalon Blvd | 9 | Protected Lane | 1.00 |
| Avenue 19 | 14 | Lane/Protected Lane | 1.33 |
| Avenue 50 | 1 | Buffer Lane | 0.96 |
| Bellevue Ave | 1, 13 | Lane/Sharrow | 0.96 |
| Brookhaven Ave | 11 | Lane | 0.31 |
| Burbank Blvd | 4 | Lane | 1.00 |
| Center St | 14 | Lane | 0.71 |
| Center Ave | 14 | Protected Lane | 0.18 |
| Chatsworth St | 12 | Lane | 1.02 |
| Crenshaw Blvd | 8 | Lane | 1.89 |
| Cypress Av | 1 | Buffer Bike Lane | 1.34 |
| Figueroa St | 1 | Lane | 1.59 |
| Grand Ave | 9 | Protected Lane | 1.63 |
| Hazeltine Ave | 2 | Lane | 1.00 |
| Idaho Ave | 11 | Lane | 0.55 |
| La River Path | 3 | Bike Path | 2.54 |
| La Tuna Canyon Rd | 7 | Buffer Lane | 2.10 |
| Los Angeles St | 14 | Lane | 0.20 |
| Major St | 11 | Lane | 0.47 |
| Manchester Av | 11 | Protected Lane | 2.64 |
| Mission Road | 14 | Sharrow/Lane/Protected Lane | 1.52 |
| North Broadway | 1 | Lane/Sharrow | 0.15 |
| North Spring St | 1 | Protected Lane | 0.63 |
| Platt Av | 12 | Buffer Lane | 2.12 |
| Ramirez St | 14 | Lane | 0.19 |
| Riverside Dr | 4 | Protected Lane | 1.15 |
| San Vicente Bl | 5, 10 | Protected Lane | 1.93 |
| Santa Fe Ave | 14 | Lane | 0.99 |
| Sherman Wy | 12 | Protected Lane | 1.44 |
| Slauson Ave | 11 | Bicycle Friendly Street | 0.69 |
| Strathern St | 2 | Buffer Lane | 0.13 |
| York Bl | 14 | Buffer Lane | 0.44 |
| Yosemite Dr | 14 | Lane/Sharrow | 2.99 |

| | |
|--|--------------|
| Calendar Year 2022 New & Upgraded | 41.66 |
| Calendar Year 2022- New Only | 28.08 |

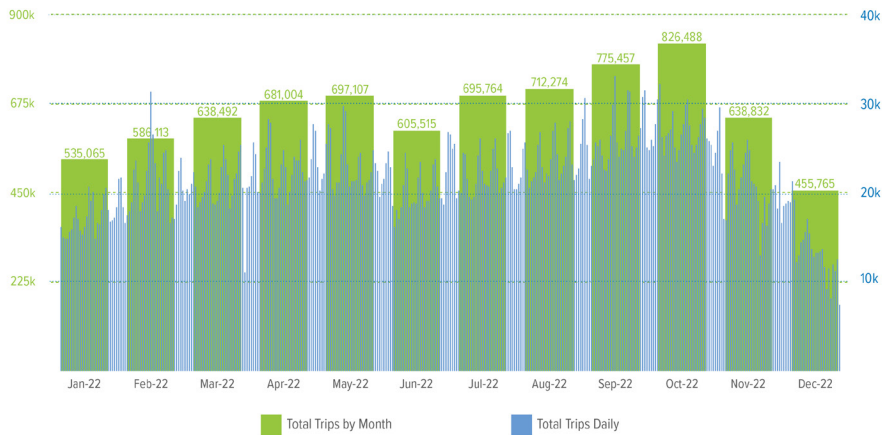
Dockless Mobility in Los Angeles

Over the last few years, shared dockless vehicles such as e-scooters and e-bikes have gone from a transportation novelty to a widely-adopted component of our city's multimodal transportation infrastructure. This is partly due to LADOT's system of permits and incentives to ensure private operators deploy shared vehicles equitably across L.A. neighborhoods. LADOT's fee structure deters operators from oversaturating high-demand neighborhoods with vehicles so they do not create safety concerns or impede the public right-of-way. It encourages deployment, with outreach and education, within equity zones where for-profit companies may not otherwise provide service. As new modes and data become available, LADOT will continue to foster innovation in the transportation sector while ensuring the benefits and accessibility of new modes are broadly shared.



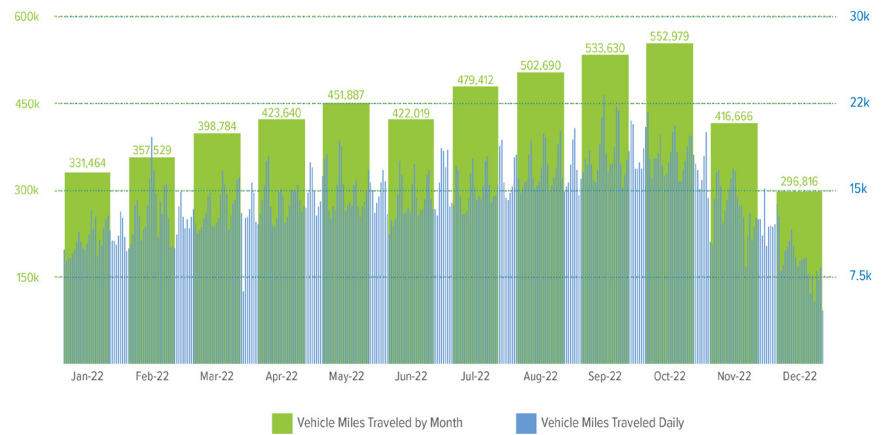
Where Are People Riding?

Data shows that shared mobility is used in virtually every neighborhood of Los Angeles. While there are clear examples of neighborhoods where most dockless vehicles are used, such as Downtown L.A., UCLA, and L.A.'s coastal communities, operators are required to deploy in neighborhoods with fewer mobility options to ensure that all Angelenos can utilize dockless vehicles to connect with transit and get to their destinations.



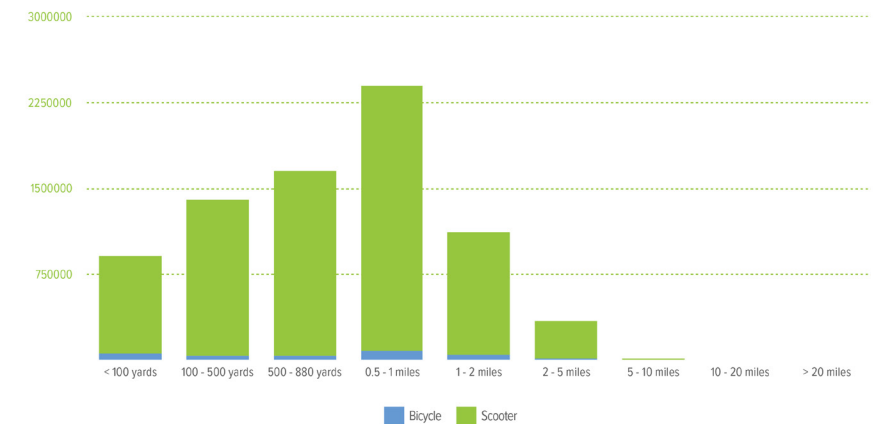
How Many Rides?

In 2022, dockless vehicles were unlocked for a ride in Los Angeles 7,847,876 times. There are seasonal and even weekly patterns to riding scooters, with the sunny summer and fall months having greater demand than the colder, wet spring and winter months. The date with the most number of rides was September 17, 2022 when Angelenos took 32,705 rides.



What Distance?

On that day, September 17, 2022, Angelenos rode dockless vehicles for 22,855.6 miles! Over the course of the 2022 calendar year, residents and visitors covered 5,167,521.8 miles on shared dockless vehicles. As you can see to the left, trips typically fall between ½ a mile-to-1 mile in length. This shows how dockless mobility provides a good solution for short trips so individuals can arrive at their destination in a timely manner without using a car. This ultimately adds up to significant distances traveled and greatly reduces traffic congestion by reducing the number of vehicles on the road.





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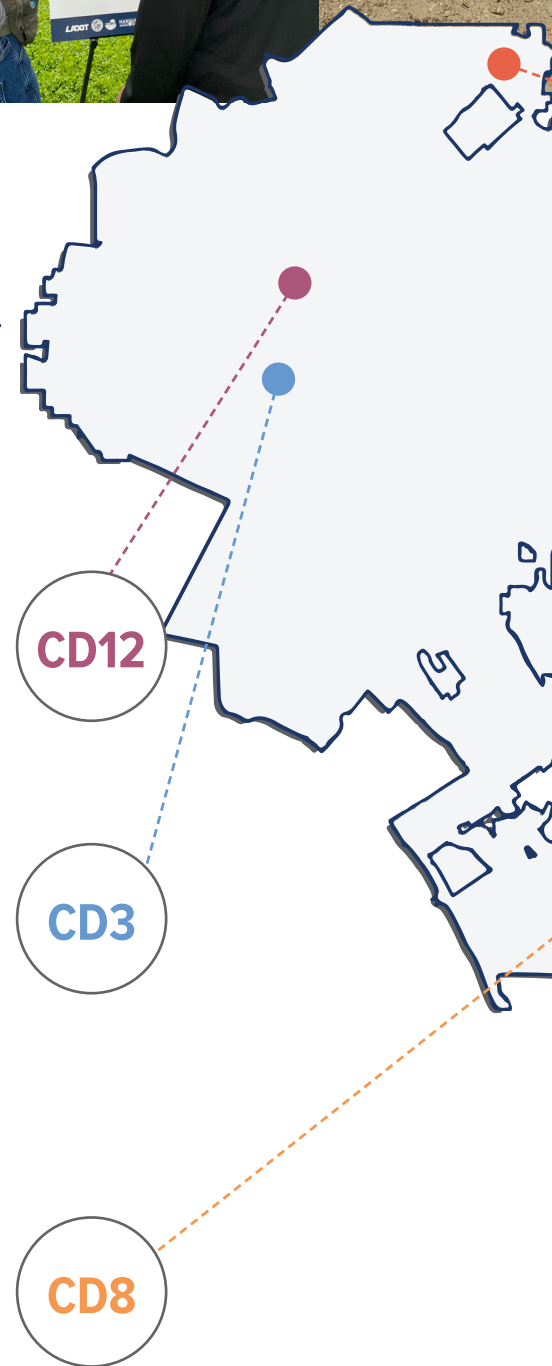


2022 Project Highlights

New Bus Boarding Islands on Reseda Blvd at Chase St– The Reseda Blvd Complete Streets project delivers comprehensive mobility treatments along three miles of Reseda Blvd. This includes new bus boarding islands, pedestrian islands, protected bike lanes, and curb ramps to support multiple modes of transportation. Significant capital improvements were completed in 2022 and the final project will be completed in 2023.

LA River Headwaters Bike Path– LADOT completed a new one-and-a-quarter-mile stretch of bicycle and pedestrian path connecting the L.A. River headwaters from Owensmouth to Mason Avenues. The connection to the L.A. River West Valley Bike Path creates more than 2-miles of connected bike facilities along the river in the West Valley providing safe, active means of travel. This bike path extension is a key component in the L.A. River Revitalization Master Plan to upgrade the Los Angeles River with increased access, amenities, recreational opportunities, and stormwater management and brings us one step closer to a continuous bike path along the entirety of the L.A. River.

“Western Our Way” Grant– LADOT secured a \$37 million grant to deliver safety improvements along a 5-mile stretch of Western Ave. This victory followed extensive outreach within the community to demonstrate support and need for this project. “Western Our Way” will deliver dozens of pedestrian and mobility improvements to reduce collisions and save lives along this High Injury Network corridor. The new design improves traffic safety for all users, particularly people biking, walking, and those who use transit, as well as improves access to community destinations like schools and parks.





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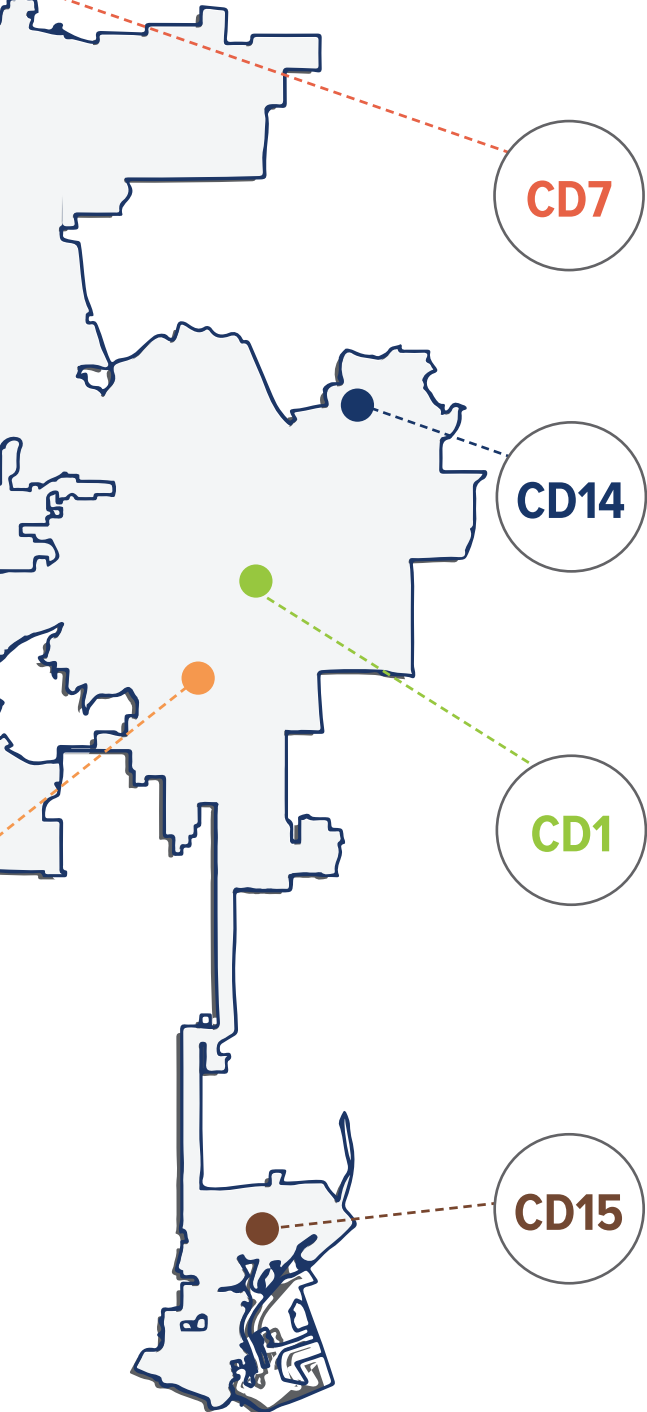
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CD7

Telfair & Montague Traffic Circle– LADOT and the Bureau of Engineering broke ground on a new traffic circle at Telfair Ave & Montague St in Pacoima. This intersection is located along two Neighborhood Enhanced Network streets of the City’s Mobility Plan 2035 which identifies streets for pedestrian improvements. In addition to a traffic circle, the project includes upgraded high-visibility crosswalks and new ADA compliant curb ramps.

CD14

Garvanza Park Safety Improvements– LADOT installed new safety improvements to prevent speeding and promote pedestrian safety near Garvanza Park in the Highland Park community. New marked crosswalks, three all-way stop signs, and bump-outs with bollards will slow drivers down and make pedestrians more visible. The project improves park accessibility to residents traveling on foot.

CD1

Raised Crosswalk at Charles White Elementary– Before the start of the 2022/23 academic year, LADOT installed the first “raised crosswalk” in the City, located at the midblock of Carondelet St next to Charles White Elementary. Prior to this installation, students were crossing the midblock to get to school without protection, and there were reports of drivers rushing to beat the traffic light on Wilshire Blvd. By installing a raised crosswalk at the midblock, drivers must slow their speed, resulting in safer crossings for young pedestrians that are more visible in the roadway.

CD15

Belle Porte Traffic Circles– These safety updates installed from Lomita to 255th are designed to calm traffic in a neighborhood where speeding and reckless driving was negatively impacting quality of life and safety. With the help of StreetsLA resurfacing, LADOT installed traffic circles at 5 intersections along with all-way stop control to calm traffic with striping, signs, and plastic bollards.



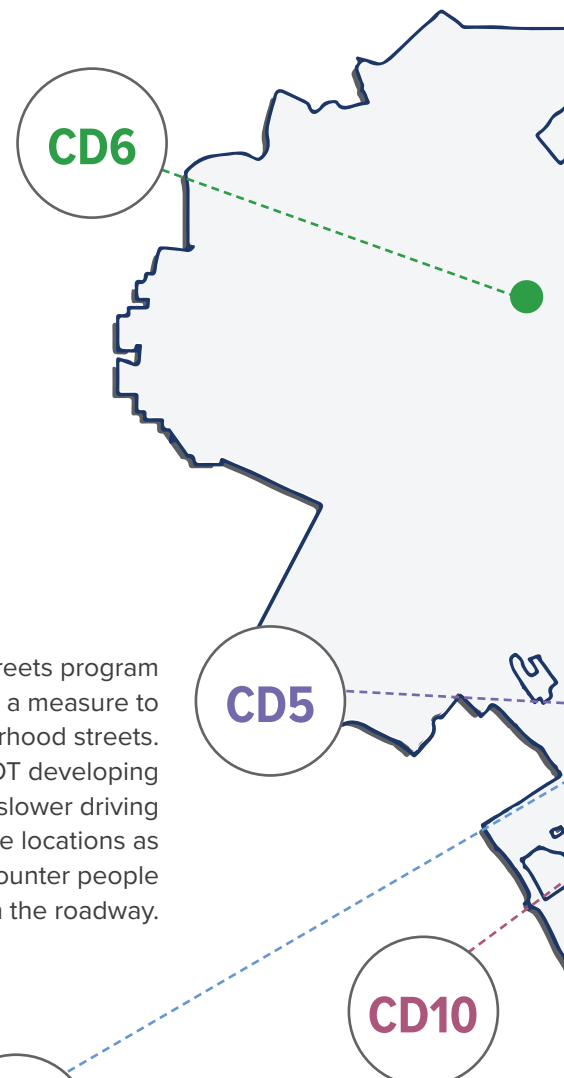
Play Streets in Panorama City– LADOT partnered with Casa Esperanza and Pacoima Beautiful to bring Play Streets to residents and kids in Panorama City. Participants enjoyed fun activities, live music, food, and connected with community-based organizations. Safe streets and public spaces help us create thriving neighborhoods, and the Play Streets program ensures these spaces are available to communities without easy access to open space. LADOT looks forward to bringing this program to other neighborhoods throughout Los Angeles.



Palms Slow Street Network– LADOT’s Slow Streets program began during the COVID-19 pandemic as a measure to provide space for safe recreation on neighborhood streets. The popularity of the program resulted in LADOT developing new, more durable treatments to encourage slower driving on neighborhood streets and emphasize these locations as shared spaces where drivers should expect to encounter people walking, biking, and skating in the roadway.

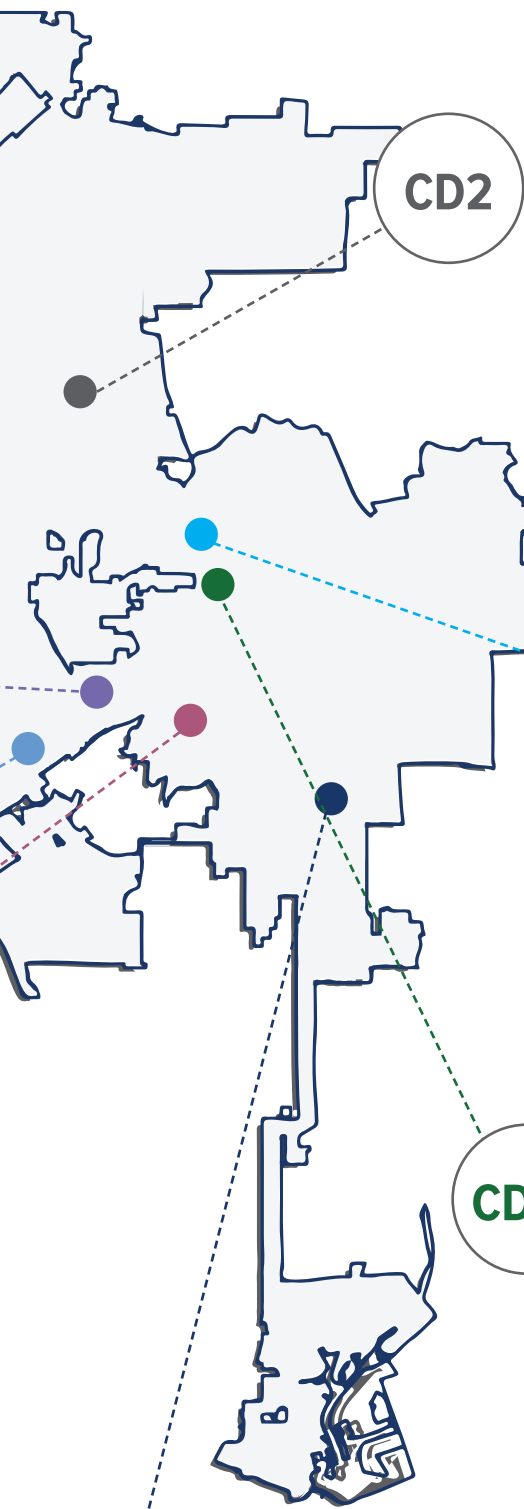


Barrington & Missouri Pedestrian Improvements– Following resident service requests for improvements to walking conditions at the intersection of Barrington Ave & Missouri Ave, LADOT installed a series of improvements to encourage drivers to slow down at the intersection. LADOT crews installed an edge line with K-71 bollards and diagonals onto southbound Barrington Ave to shrink the travel lane from 33 feet to 11 feet at the intersection. To further increase visibility at this crosswalk, LADOT added paddle signs on both approaches to the crosswalk.



CD11

San Vicente Bike Lane– LADOT installed 2 lane-miles of Class IV protected bike lanes along San Vicente from Olympic to La Brea, improving safety and mobility options within the neighborhood. Two years of planning and community outreach informed the final project. In that time, LADOT presented to 4 neighborhood councils, 3 neighborhood associations, and conducted 2 virtual open house meetings. We hosted a corridor event to hear directly from residents and sent flyers to more than 3,500 households. Through this engagement, LADOT heard directly from nearly 1,000 residents.



CD2

North Hollywood DASH Line– LADOT launched its newest Community DASH route in North Hollywood, which will better connect families in the neighborhood directly to critical services like schools, recreation, and shopping centers as well as the Metro B (Red) Line and the rest of our regional transportation system. This new route is the latest product of LADOT’s Transit Service Analysis, which revealed a need for expanded transit services with faster, more convenient connections to jobs and amenities.

CD4

Riverside Bike Lane– LADOT debuted a new protected bike lane along Riverside Dr in Los Feliz. Following a resurfacing of the half-mile stretch, LADOT conducted several months of outreach which included community meetings with the Los Feliz and Silverlake Neighborhood Councils and other neighborhood groups. LADOT found tremendous support to implement improved bicycle infrastructure that would better connect the community with neighborhood amenities like Griffith Park.

CD13

Speed Tables in Elysian Valley– New speed tables installed on Riverside Dr. in Elysian Valley help calm traffic near schools, businesses, and residents. Speed tables are similar to speed humps with a few differences: speed tables are longer than speed humps, raised a few inches off the ground, and flat-topped in order to raise the entire wheelbase of the car. This allows LADOT to install speed tables on larger arterial streets whereas speed humps are reserved for low-volume residential streets. These devices help ensure slower, safer car speeds to promote safer driving behavior.

CD9

88th & McKinley Traffic Circle– LADOT joined the Bureau of Engineering to break ground on a new traffic circle at 88th Place & McKinley which will reduce speeding and reckless driving, improve the walking experience, and beautify the neighborhood. The neighborhood traffic circle was made possible by an Active Transportation Program grant from the State of California and includes sidewalk repair, new curb ramps, and drought resistant landscaping in addition to the traffic circle. The intersection also serves as a connection to businesses and amenities within the community, such as Dymally High School on Avalon and Green Meadows Recreation center.



2



4



13



9



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