

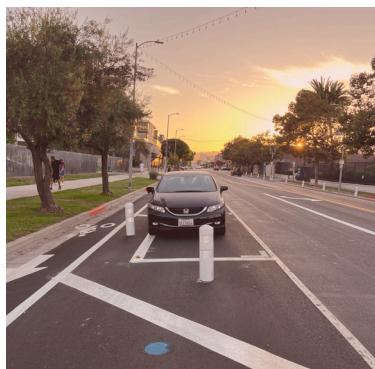
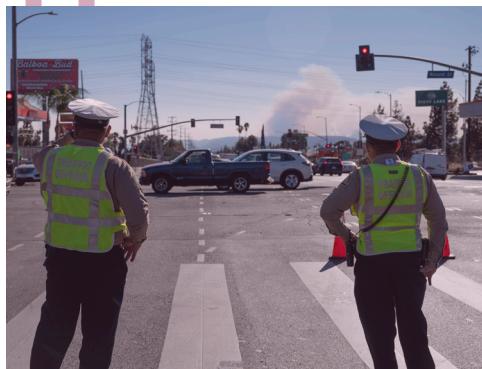
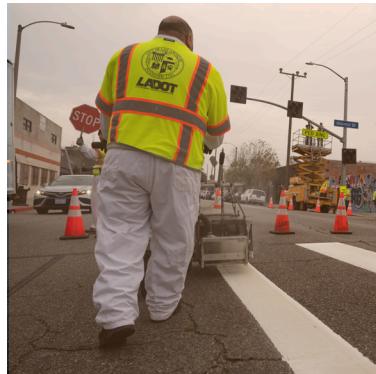


LOS ANGELES DEPARTMENT OF TRANSPORTATION

F I S C A L Y E A R

24 = 25

A N N U A L R E P O R T



LADOT



MESSAGE FROM THE **MAYOR**

“

The past year has underscored the pivotal role LADOT plays in supporting the safety and resiliency of Los Angeles and all who call it home.

At the beginning of the year, in the face of an unprecedented emergency, LADOT staff played crucial roles in supporting the City's response and the recovery efforts. The dedication and service that our LADOT staff led with emphasized the values that guide the Department every single day.

My administration's continued partnership with LADOT moved initiatives forward this year, including improving street safety. Together, we delivered hundreds of street safety improvements including speed humps and crosswalks to hundreds of schools and counting as we work to ensure children can arrive at school safely and ready to learn. Now, with the 2028 Olympic and Paralympic Games on the horizon, we are continuing these investments to implement transportation improvements that benefit Angelenos long after these history making events.

As this year comes to a close, I want to thank the LADOT staff for their dedication to the people of Los Angeles each and every day and look forward to our continued work to move Los Angeles forward.



KAREN BASS



MESSAGE FROM THE **GENERAL MANAGER**

“

Over the past year, Los Angeles was tested unlike any time in its history. January's wildfires were one of the worst natural disasters the City has endured, comparable only to the Northridge Earthquake in the impact on peoples' homes and neighborhoods. The impacts on the City's budget and finances has forced each department to examine and reprioritize its deployment of resources.

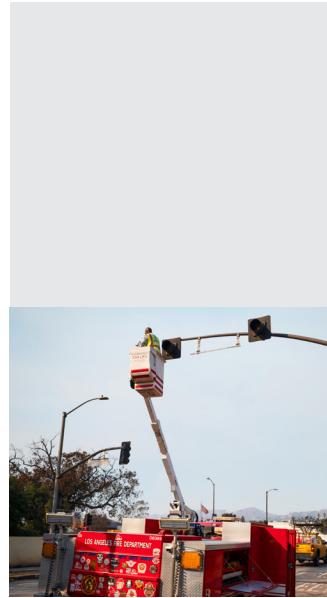
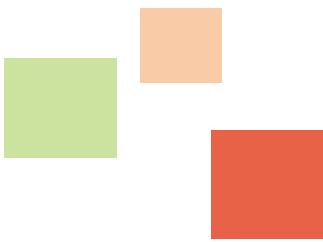
Despite these challenges, Los Angeles and LADOT have made significant progress supporting the fastest-ever recovery process from a natural disaster. The Department has also made progress in advancing its core mission to design, build, and manage a safe, efficient and accessible transportation system that is sustainable and resilient. The last year saw the addition of new and expanded transit services, completion of major projects, and adoption of new technology to better manage streets and deliver services.

And we have not let adversity stop us from pursuing and preparing for ambitious projects. LADOT has already begun planning efforts for the 2026 World Cup and a transit-first 2028 Olympic and Paralympic Games. In the wake of a region-wide challenge, Los Angeles and LADOT are proudly taking up the torch of leadership showing that our City is able to meet and surpass any challenge.



LAURA RUBIO-CORNEJO

LADOT





SAFETY



LADOT will prioritize safety across all operations including the design and installation of projects, maintenance of transportation assets, and on transit services. The Department is committed to reducing crashes and delivering transportation systems that support the safety of all modes of travel.

PRIORITIZING SAFE TRAVEL CITY-WIDE

People deserve to feel safe while using the City's streets and transit systems regardless of the means they use to travel.

This principle has guided LADOT's efforts for the last decade. In that time, the Department implemented more than 7,000 safety treatments from its Safety Toolkit along priority corridors and intersections. These engineering interventions include various signal types, crosswalk improvements, refuge islands, traffic circles, and speed humps among other proven treatments to reduce the likelihood and severity of collisions. The Department's recent review of its safety programs shows that these investments reduce total collisions, including fatal and severe injury crashes, at the locations where they are installed.

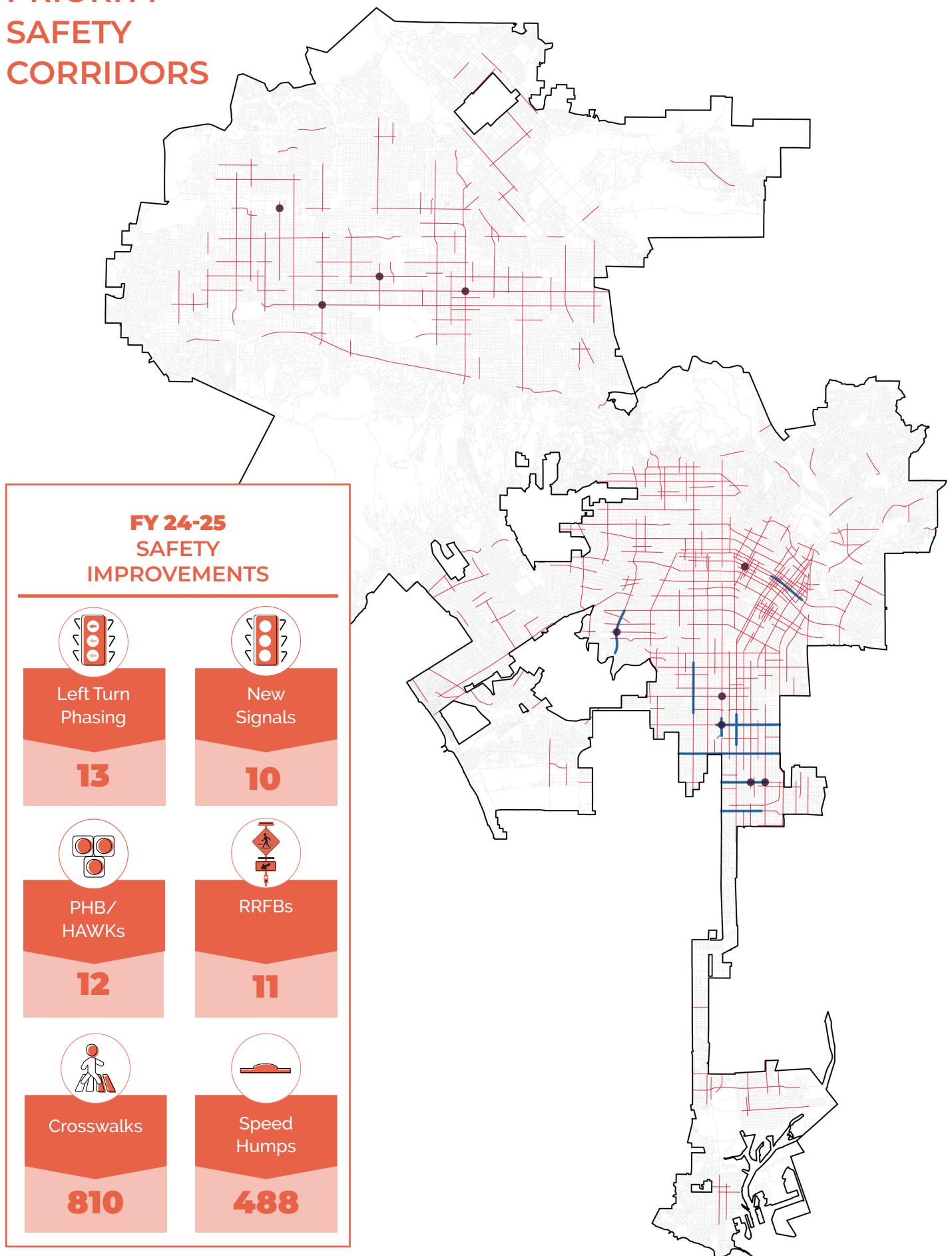
While data shows that engineering solutions are essential and effective, there is more that can, and should be done. Fatal and severe injury crashes remain far too common. Though the 2024 calendar year saw the first decline in traffic deaths in several years, there were still 304 recorded fatalities. It is simply unacceptable that so many lives are lost in Los Angeles during the simple act of travel.

The nationwide trend of persistently high traffic fatalities is driven by many factors: larger vehicles with more devices and distractions, driving under the influence, and speeding are some of the most common. While engineering can address these problems in part, solutions are also needed to ensure consistent enforcement and accountability for driving behavior that puts lives at risk. That is why the City of Los Angeles and LADOT have advocated and secured legislation that gives the Department the authority to set safer speed limits (AB 43) and to pilot speed limit enforcement using cameras (AB 645).

In addition to these legislative efforts, LADOT has expanded deployment of the Safety Toolkit beyond major corridors and intersections with a comprehensive program for school zones and a City-wide speed reduction effort by removing peak hour lanes. And as the second largest transit operator in Los Angeles County, the Department has developed and deployed new transit security measures to ensure safety and accessibility for riders.

Travel in Los Angeles takes many forms. But no matter the form of travel, supporting safety remains LADOT's primary goal.

PRIORITY SAFETY CORRIDORS





SCHOOL SAFETY

Under the leadership of Mayor Karen Bass and in partnership with the Los Angeles City Council, LADOT has delivered the most extensive transportation safety investments near schools in Los Angeles history. In 2024, LADOT expanded upon its the program which began during the prior academic year by developing a comprehensive approach to improve safety throughout the district and ensure investments are delivered equitably. The safety treatments installed are designed to prevent speeding, calm traffic, better organize drop-off and pick-up, and improve the environment for students walking and biking to school.

Each year, LADOT has built upon the effort with more investments and new treatments reaching more schools. While previous safety efforts relied upon a multi-year grant cycle from the State of California to fund projects at individual schools, LADOT's City-funded program ensures safety treatments are installed at locations where they are most needed in a timely fashion.

By the start of the 2025-26 school year, the following treatments have been delivered under LADOT's comprehensive school safety program:

School Slow Zones:



15 mph speed limits at 625 schools, including 343 new street segments near 201 schools in FY 24-25.

Speed Humps + Speed Tables:

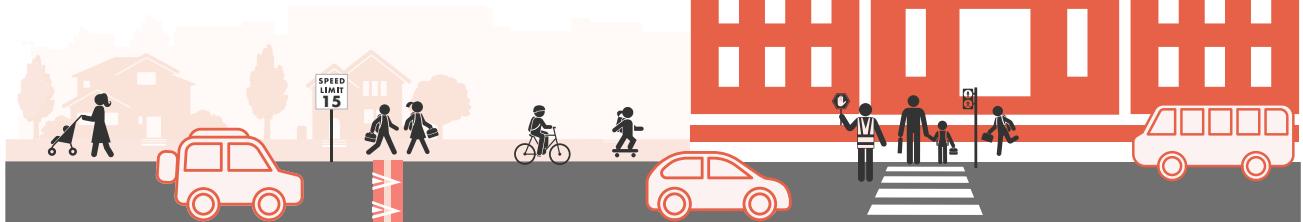


469 speed hump or speed table installations near 117 schools.

Quick-Build Projects:



More than 75 schools received various safety treatment types such as intersection tightening, "No Right Turn on Red" restrictions, and Leading Pedestrian Interval signal timing adjustments.





ENSURING SAFE TRANSIT SYSTEMS FOR RIDERS AND OPERATORS

One of the major obstacles for the recovery of transit services following the COVID-19 pandemic was perceptions of safety on public buses and trains. And while public transit remains one of the safest forms of travel, LADOT has been proactive in ensuring that riders and employees are safe and secure on our systems. To that end, the Department has identified and is investing \$3.6 million in Proposition A funds to address safety concerns.

Efforts completed to date include:

Additional Roadway Supervisors – LADOT's transit operator has deployed additional supervisors to routes and locations that historically have a high pattern of incidents.

Livestream Video Surveillance – 160 new buses have been equipped with livestream video capabilities, enabling dispatch operators to monitor activity on buses in real time and retain video evidence for purposes of investigation.

Emergency Button – All DASH vehicles are now equipped with an emergency button that alerts

dispatch and posts a message to exterior displays alerting the public to call 9-1-1. This enables the driver to discreetly summon emergency response in the event of a crime or safety issue in progress.

Rider Safety Survey – Understanding the travel needs of people who rely upon our services is crucial to ensuring that the Department is responsive to their needs. The survey and study results are available on the LADOT Transit website.

Additional ongoing efforts include new radios for drivers for more reliable communications, new barricades installed to secure the driver cockpit, and a new LAPD Security Services contract that will ensure resources are available for both rapid response in the event of emergencies and unarmed response to address riders experiencing mental or psychiatric distress.

By ensuring safety in our systems, LADOT can focus on making our transit services efficient and supportive to communities across Los Angeles.

SAFETY PROJECT SPOTLIGHT



Calmer Neighborhood Streets

For neighborhood streets where children bike to school, families walk to the park, and residents go for a quiet evening stroll, LADOT has developed the “neighborhood greenway” design, focused on calming traffic for a safer, more welcoming environment.

The Department's first neighborhood greenway project broke ground in May 2025 and will deliver traffic-calming improvements to Beverly Grove, Fairfax, and Hollywood. Working with Council District 5, 13, and the Bureau of Engineering, LADOT designed a series of safety improvements including landscaped traffic circles, improved curb ramps, traffic diverters, bike facilities, and improved signals and crosswalks to address concerns from local neighborhood councils about cut-through traffic from major corridors impacting neighborhood streets. This project also connects to key destinations like Fairfax, the Melrose shopping district, and Hollywood, making all of these amenities more accessible to those not travelling by car and reducing overall congestion in the area.



Avenue 64 Bike Lane

LADOT installed new bike lanes on Avenue 64 between Church Street and Meridian Street following a StreetsLA-led resurfacing project. The project adds 1.4 lane miles of bike lanes, bike signs, and safer crosswalks with new all-way stops and is the result of a partnership with community members who advocated for safer bike infrastructure connecting the City of Los Angeles to the City of Pasadena.



54th Street

As part of the California Air Resources Board Sustainable Transit Equity Program (CARB STEP) grant, LADOT implemented new traffic calming measures with pedestrian and bicycle safety features along 54th Street in South LA. Improvements include new bike lanes and high-visibility crosswalks to improve the experience and create safer streets for people walking and biking. These corridors were selected based on extensive community outreach and feedback gathered through local events and group bike rides.



Broxton Plaza

Through the People Street program, LADOT transformed a segment of Broxton Avenue in Westwood into Broxton Plaza, a permanent pedestrian park. Spanning more than 14,000 square feet, Broxton Plaza is the largest People Street project in the program. By closing the street to vehicle traffic, the plaza creates a safe, people-centered space designed to support outdoor dining, local events, and neighborhood gatherings. The project reflects LADOT's goals of reclaiming street space for public use and fostering more walkable communities. With features that encourage recreation, relaxation, and community programming, Broxton Plaza now serves as a central community hub in Westwood.



Speed Tables South Broadway

In South Los Angeles, LADOT installed three new speed tables along South Broadway near 102nd, 94th, and 88th streets to address community concerns about speeding and pedestrian safety. Designed with a wider and flatter profile than traditional speed humps, speed tables effectively calm traffic while maintaining steady vehicle flow on major corridors. This improvement demonstrates LADOT's commitment to prevent speeding and promote safer communities throughout Los Angeles.



4th Street & Clarence Street

In partnership with Council District 14 and the Department of Public Works, LADOT completed the 4th Street and Clarence Street Active Transportation Project in Boyle Heights. The project introduced a one-way conversion on Clarence Street, a new traffic signal at Fourth Street and Clarence Street, and reversible lane accessories to improve safety and traffic flow. Additional upgrades included pedestrian lighting, sidewalk repairs, and tree plantings along Jesse Street, Sixth Street, Clarence Street, and Anderson Street. Together, these treatments improve access for Boyle Heights residents seeking to walk and bike along the Sixth Street Viaduct and future park improvements along the LA River.



Hyperion Avenue Speed Tables

In response to a request from the Silver Lake Neighborhood Council, Council District 4, LADOT installed four speed tables along Hyperion Avenue. A 2021 study showed that 72% of drivers exceeded the 35 mph speed limit on this corridor. The new speed tables serve to calm traffic and improve safety for everyone using the street.



ZICLA Bike Lane Divider

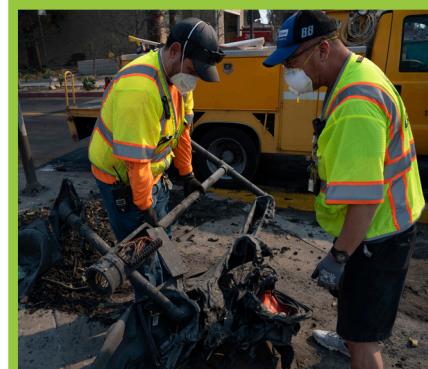
As part of a pilot project to test means of enhancing cyclist safety, LADOT installed Zicla Zippers along the Main Street two-way bike lane in DTLA. Made from post-consumer recycled rubber, this protective curb offers added separation between vehicles and people biking. The Zipper can be installed more quickly than concrete and allows for easy removal and reuse, making it a flexible option for testing. This pilot project will evaluate the material's durability and visibility as a potential treatment for bike lanes City-wide.



South LA Stress-Free Connections

The South LA Stress-Free Connections project, a partnership between LADOT and the South LA Eco-Lab, enhances safety and accessibility for people walking and biking. As part of this project, LADOT installed over 30 speed humps along 51st Street and Budlong Avenue in South LA to prevent speeding and other unsafe driving behavior along residential streets. The ongoing project when complete will install a total of 51 speed humps as well bike and pedestrian infrastructure within the Fiscal Year 25-26.

RESILIENCY



LADOT will develop and maintain a resilient transportation system that can withstand and respond to both planned and unforeseen events City-wide. The Department will continue to address the climate crisis by expanding zero emission transportation options and supporting the needs of residents, especially the most vulnerable and impacted by pollution.

JANUARY WILDFIRE & WINDSTORM EMERGENCY

In January of 2025, Los Angeles and surrounding cities experienced the largest and most destructive wildfire emergency in the region's history. Fueled by dry weather and extreme winds, including gusts that reached 100 mph, the Palisades and Eaton fires destroyed over 16,000 structures and caused at least 31 direct deaths. Thousands of individuals and families were forced to evacuate their homes and many still remain displaced.

LADOT played a key role in supporting the City's emergency response and recovery efforts. During the fires, ATSAC Signal Operations engineers adjusted signals to facilitate evacuations in the Palisades and the Hollywood Hills. Traffic officers and Special Traffic Operations engineers deployed to manage traffic impacts and enforce closures to allow emergency crews to operate unimpeded.

Following the initial emergency, LADOT collaborated with Caltrans and surrounding cities to establish specialized traffic patterns on the Pacific Coast Highway and Sunset Boulevard to allow recovery operations and residents to access the evacuation zone. Within the Palisades, LADOT

Paint & Sign crews as well as Signal Operations engineers worked to repair and restore damaged infrastructure. LADOT Transit supplied buses and drivers to transport people displaced by the fires between shelters and recovery service centers. LADOT's Development Review division dedicated staff to expedite permit approvals to allow residents and businesses to begin rebuilding. And LADOT staff of all classifications stepped up to support the City's Disaster Service Worker program and help their fellow Angelenos.

The devastation caused by these fires will be felt for years to come. Individuals, businesses, and City agencies all have a role to play in recovery efforts. In a region where fire, earthquakes, flooding, and mudslides are a natural part of the ecosystem, emergency preparedness must continue to be a collective priority. LADOT is dedicated to supporting the ongoing recovery effort and ensuring staff understand the key roles and responsibilities the Department plays during emergencies. Building resilient systems reduces the risks to life, property, and our economy.





STAFF SUPPORT:

Division	Deployments (Shifts)
Parking Enforcement and Traffic Control (City-wide)	998 Supervisors 8715 Traffic Officers
Field Operations	9 Paint & Sign Crew 128 Signal Crew
ATSAC	17 Traffic Engineers 108 Traffic Engineer Associates
Special Traffic Operations	27 Supervisory 74 Staff
Risk Management	100 Emergency Management Coordinator Shifts
Transit	311 Transports to Shelters/Resource Centers
Disaster Service Worker	400 LADOT Staff Reassignments



LADOT OPERATIONAL SUPPORT FOR PALISADES RECOVERY

SIGNAL COMPONENT REPLACEMENT

20 Mast Arms	19 Signal Head Mounts	137 Traffic Signal LED Inserts	4 Pedestrian Signal LED Inserts	4 Pedestrian Push Button
3 Signal Cabinets	4 Signal Controllers	27 Cabinet Air Filters	505 Conductor Cable (ft.)	1 Conflict Monitor



SIGN COMPONENT REPLACEMENT

290 Street Signs (All Types)	9 Sign Anchors	9 Sign Posts
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EXPANDING EV ACCESS IN SOUTH LA

Through the Universal Basic Mobility (UBM) pilot program, LADOT expanded its electric vehicle (EV) charging infrastructure, bringing new chargers to libraries, parks, and neighborhood streets. These installations are part of a broader effort to ensure that residents across South LA have access to affordable, convenient, and available EV charging options.

These efforts began at Hyde Park Miriam Matthews Branch Library, where the City broke ground on the first of several library-based charging stations. In total, 16 Level 2 chargers were installed at four South LA library branches: Hyde Park Miriam Matthews, Junipero Serra, Vernon, and Ascot. These chargers will be free to use through at least March 2026, making clean transportation more accessible to residents who may not have access to home charging.

LADOT also made progress at parks, where ten solar powered Level 2 chargers have been installed at Gilbert Lindsay Recreation Center, South LA Sports Activity Center, Van Ness Recreation Center, Slauson Recreation Center, and Fred Roberts



Recreation Center. These sites provide easy access to charging while families engage in recreation and community programs.

In addition, LADOT is transforming everyday infrastructure into climate solutions by installing EV chargers on streetlights throughout the project area. At the end of FY 24-25, 34 chargers had been installed on streetlights with 41 more on the way, enabling residents to charge their vehicles near their homes and favorite local destinations.

By placing EV chargers in familiar public spaces, LADOT is helping clean transportation become part of daily life. Through the UBM program, the Department continues to show how sustainability and equity can work hand in hand to make EV adoption more accessible for all Angelenos.



CITY-OPERATED EV CHARGING

171 Off-Street EV Charging Stations

877 On-Street EV Charging Stations

157 EV Stations Within Parking Meter Zones

104 Stations in Previously Metered Parking Spaces

53 Stations in Non-Metered Parking Spaces

NEW TRANSIT YARD WILL EXPAND EV CAPACITY IN SOUTH LA

Los Angeles continues to lead the way in the expansion of sustainable transit with the purchase of a Harbor City yard to be developed into a state-of-the-art charging facility for the Department's transit fleet.

LADOT purchased the yard to meet the growing charging needs for our transit system, a critical step in the Department's effort to transition to

a fully electric fleet ahead of the 2028 Olympic and Paralympic Games. This new facility will be purpose-built to support the charging and maintenance of up to 140 electric buses, more than doubling the number of zero emission vehicles LADOT can deploy City-wide. Once complete, the Harbor City yard will enable full electrification of LADOT's entire transit network, improving both air quality and transit service in the City.



NUMBER OF VEHICLES

DASH

271 Total
148 CNG
123 EV
36 New EVs
 (not yet in service)

CITYRIDE (DIAL-A-RIDE/PARATRANSIT)

44 Total
22 CNG
22 GAS

COMMUTER EXPRESS

119 Total
22 CNG

LANow

13 Total
8 CNG
5 EV

TRANSIT SERVICES

5
 Downtown DASH
 Routes

28
 Community DASH
 Routes

15
 Commuter Express Routes

LANow Service Areas
 Westside: 9.7 sq. miles
 South LA: 5.9 sq. miles





PROMOTING ZERO EMISSION DELIVERY SERVICES

By rewarding businesses that reduce emissions, we can support the economic and environmental health of Los Angeles. This year, LADOT expanded its Zero Emission Delivery Zones program, transforming curbside spaces into designated loading areas reserved exclusively for electric trucks, vans, and cargo bikes.

Deliveries utilizing the public right of way are an important component of the commercial life of our City. Each zone, typically 20 to 30 feet in length, provides delivery drivers with a reliable place to load and unload while reducing the curb congestion that can lead to unsafe conditions and delayed deliveries. This initiative began in 2021

with a small pilot of five locations designed to test how the zero emission delivery zones could improve delivery operations, air quality, and safety. Building on the lessons from that first phase, LADOT expanded the pilot to 30 additional locations City-wide.

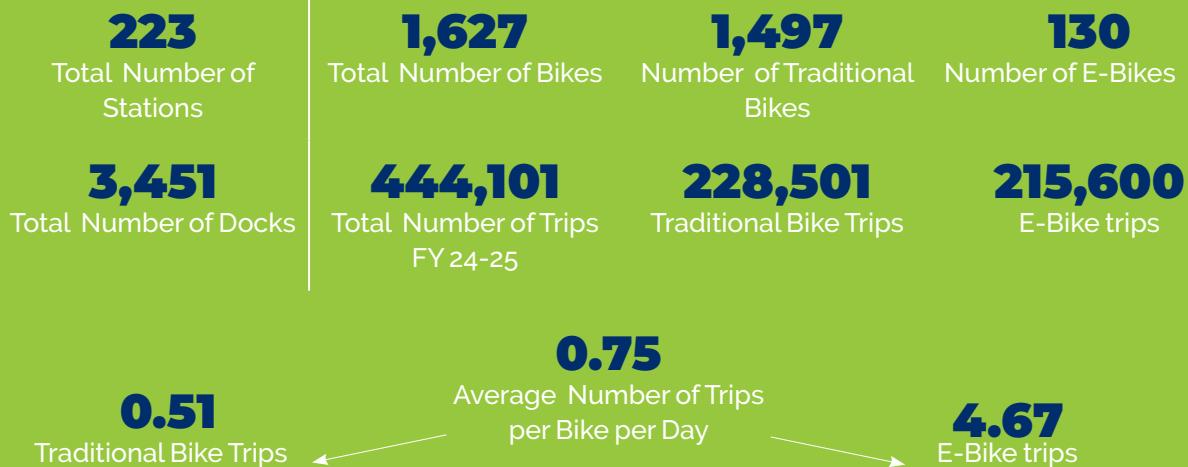
The program is part of a larger partnership with the Los Angeles Cleantech Incubator, which provides data and insights on where these zones can make the greatest impact. By incentivizing zero emission trips, these zones contribute to cleaner air, more efficient curb management, and safer streets for everyone.

NEW & UPGRADED BIKEWAYS**

Street Name	Boundaries	Bikeway Type	Project Type	Length (mi)
Reseda Blvd	Winford Rd (Gate Of Santa Monica Mountain Conservancy)	Lane	New	0.12
Mission Road	Mission Rd 1st St to Cesar Chavez Ave	Lane	New	0.94
Bonnie Brae St	Bonnie Brae St-Beverly Bl to 6th St	Lane	New	1.11
Avenue 63 (SB Only)	York Blvd to Meridian St	Lane	New	0.4
Avenue 51	York Blvd to Oak Grove Dr	Lane/Route	New	1.01
San Fernando Rd	Branford to Cohasset St	Path	New	8.33
Front St	Regan St to Pacific Ave	Path	New	1.12
Hollywood Blvd	Gower St to Lyman Pl	Protected Bike Lane	New	3.90
Manchester Ave	Sepulveda Westway to Sepulveda Bl	Protected Bike Lane	Upgrade	0.23
Jefferson Bl	Orchard Ave to Royal St	Protected Bike Lane	Upgrade	0.65
San Vicente Bl	La Brea Ave to Pico Bl	Protected Bike Lane	Upgrade	0.29
San Vicente Bl	La Brea Ave to Redondo Ave	Protected Bike Lane	Upgrade	0.23
Florence Ave & W Slauson Ave Path	11th Ave to Compton Ave	Path	New	10
Imperial Hwy	Pershing to 1000' East Of Pershing	Protected Bike Lane	New	0.38
Townsend Ave	York Blvd to Oak Grove Dr	Route/Lane	New	0.80
Avenue 64	York Blvd to Church St	Route/Lane	New	1.55
Fiscal Year 24-25 - New & Upgraded				31.04
Fiscal Year 24-25 - New Only				29.64

** List includes bicycle facilities in which construction was completed between July 1, 2024 - June 30, 2025

BIKESHARE



BIKEWAYS

BIKE PATHS (CLASS 1)

19.4
Lane Miles
Installed in FY
24-25

140.2
Total Existing
Lane Miles

BIKE LANES (CLASS 2)

4.4
Lane miles
Installed

824.3
Total Existing
Lane Miles

SHARROWED ROUTE (CLASS 3)

1.3
Lane Miles Installed in
FY 24-25

271.0
Total Existing Lane Miles

SEPARATED BIKE LANES / CYCLE TRACKS (CLASS 4)

5.7
New Lane miles
Installed in FY 24-25

85
Total Existing Lane Miles

TOTAL BIKE FACILITIES:

31
Lane Miles Installed in
FY 24-25

1,321
Total Existing Lane Miles

INNOVATION

LADOT will continue to take a proactive approach to new technologies, exploring ways to improve our current systems and modernize LA's transportation network. By training staff and encouraging innovation, the Department can ensure that Angelenos benefit from our team's enhanced skills and updated processes.

LANow EXPANDS TO SOUTH LA

In FY 24-25, LADOT expanded its LANow on-demand ride share service into South Los Angeles. Made possible by a grant from the California Air Resources Board (CARB) Sustainable Transit Equity Program (STEP), the South LA service will be powered by a fully electric fleet of shuttle vans.

Prior to this expansion, LANow service was limited to the Westside neighborhoods of Venice, Mar Vista, Palms, and Del Rey. This new zone includes service for key neighborhood amenities in South LA such as LA Trade-Technical College, USC, Expo Park, the South LA Wetlands, LA Metro's A and E lines, five neighborhood DASH routes, and multiple schools and libraries. As part of the launch, service in the South LA zone will be free for the first year.



LANow has filled a critical transit gap, offering flexible service with an innovative on-demand, app-based service model, making it easier for residents to get where they need to go.



USING TECHNOLOGY TO IMPROVE PUBLIC TRANSIT SERVICE

The reliability of transit services is key to providing a good customer experience for riders. Over the last few years, LADOT's partnership with Metro has greatly expanded the network of bus priority lanes across Los Angeles. Consistent enforcement of rules and regulations within bus lanes is vital to ensuring that these facilities provide intended improvements to travel time.

In order to prevent improper use of the bus lane by private vehicles, LADOT and Metro have begun to pilot Automated Bus Lane Enforcement (ABLE) using cameras mounted on Metro buses. To date, ABLE has been deployed for buses servicing lanes on Wilshire Boulevard, La Brea Avenue, Grand Avenue, and Olive Street.

The ABLE cameras detect vehicles illegally parked in bus lanes or at stops. LADOT staff then review evidence to determine whether a violation occurred and, if so, issue a citation. The program began with an initial 60-day warning period in which violators

received mailed notices reminding drivers of the rules before fines began.

Thanks to this program, drivers are less likely to impede buses traveling in designated bus lanes and riders are experiencing faster and more reliable trips. Without cars blocking bus stops, all passengers, particularly those with disabilities, can board and exit buses more safely. The ABLE program also improves overall traffic safety by reducing conflicts caused by improperly parked vehicles. These improvements advance LADOT and Metro's commitment to equity, as many of the corridors selected for enforcement serve communities where residents rely most on transit.

Together, LADOT and Metro are proving how partnerships and innovation can create a more efficient and accessible transit system. This effort represents real progress toward a future where public transportation in Los Angeles is faster, safer, and more dependable for everyone.

FY 24-25 BUS LANE VIOLATIONS:

Violation Category	Citation Count	Percentage of Total Citations
Bus Lane	41,416	2.2%
Bus Zone	3,449	0.2%



MOBILITY WALLET PHASE II: EXPANDING ACCESS ACROSS LOS ANGELES

LADOT's groundbreaking Mobility Wallet program expanded this year into Phase II, doubling the reach of its first pilot. The Mobility Wallet program is a core component of LADOT's Universal Basic Mobility (UBM) initiative, designed to reduce cost barriers and expand modal choice for low

income residents. Participants receive a prepaid debit card that covers transportation expenses, including buses, rail, ride-hail, scooters, and taxis. During Phase II, Mobility Wallet debit cards were distributed to 2,000 residents, 1,000 in South Los Angeles and 1,000 more throughout LA County.

Each participant received \$1,800 to use over 12 months, offering freedom and flexibility in how they chose to travel.

Phase II built on the strong results of Phase I, which enrolled 1,000 South L.A. residents and supported more than 140,000 trips in a single year. Riders used the Mobility Wallet most often on transit and ride-hail, but also embraced scooters, bike share, and bike shop purchases. The expansion enabled LADOT to test the program's impact across a wider range of neighborhoods while continuing to deliver real financial relief for families navigating the high cost of transportation.

Participants in Phase I shared that the Mobility Wallet gave them peace of mind and opened up new possibilities for getting around, whether it was a reliable ride to work, easier access to doctors' appointments, or the ability to stay connected with loved ones. In turn, LADOT gained valuable data showing how flexible funding can reduce transportation barriers and increase mobility options for communities that need them most.



By expanding choice and reducing reliance on personal vehicles, the Mobility Wallet continues to demonstrate how innovation can reshape daily travel. These lessons will guide the next steps as LADOT explores future growth of the program and works toward a City where everyone has the freedom to move.

CODING THE CURB TO PREPARE FOR MAJOR EVENTS

In FY 24-25, LADOT completed its digital inventory of curbside assets in Downtown Los Angeles as part of its "Code the Curb" initiative to modernize the City's curb infrastructure. Made possible through a grant from the U.S. Department of Transportation, the new digital inventory lays the groundwork for developing a City-wide Curb Data Specification that will enable the Department to manage curbside assets with increased efficiency.

In the next phase of the program, LADOT will use real time curb analytics to measure impacts on curb demand around major venues in the

downtown area. This data will enable LADOT to respond dynamically to the needs of residents, businesses, and visitors, especially in preparation for large scale events like the 2028 Olympic and Paralympic Games. LADOT will also use this data to inform policies for loading zones, improve curbside efficiency, and reduce congestion and safety hazards.

Through this partnership, LADOT will be more prepared to understand and manage one of the City's most valuable resources: our curb space.





Micromobility
by the Numbers
FY 24-25

5,475,366

Number of Trips

13,021

Average Number
of Shared Vehicles
Deployed Daily

14,401

Highest Daily Total Number
of Shared Vehicles Deployed

11,470

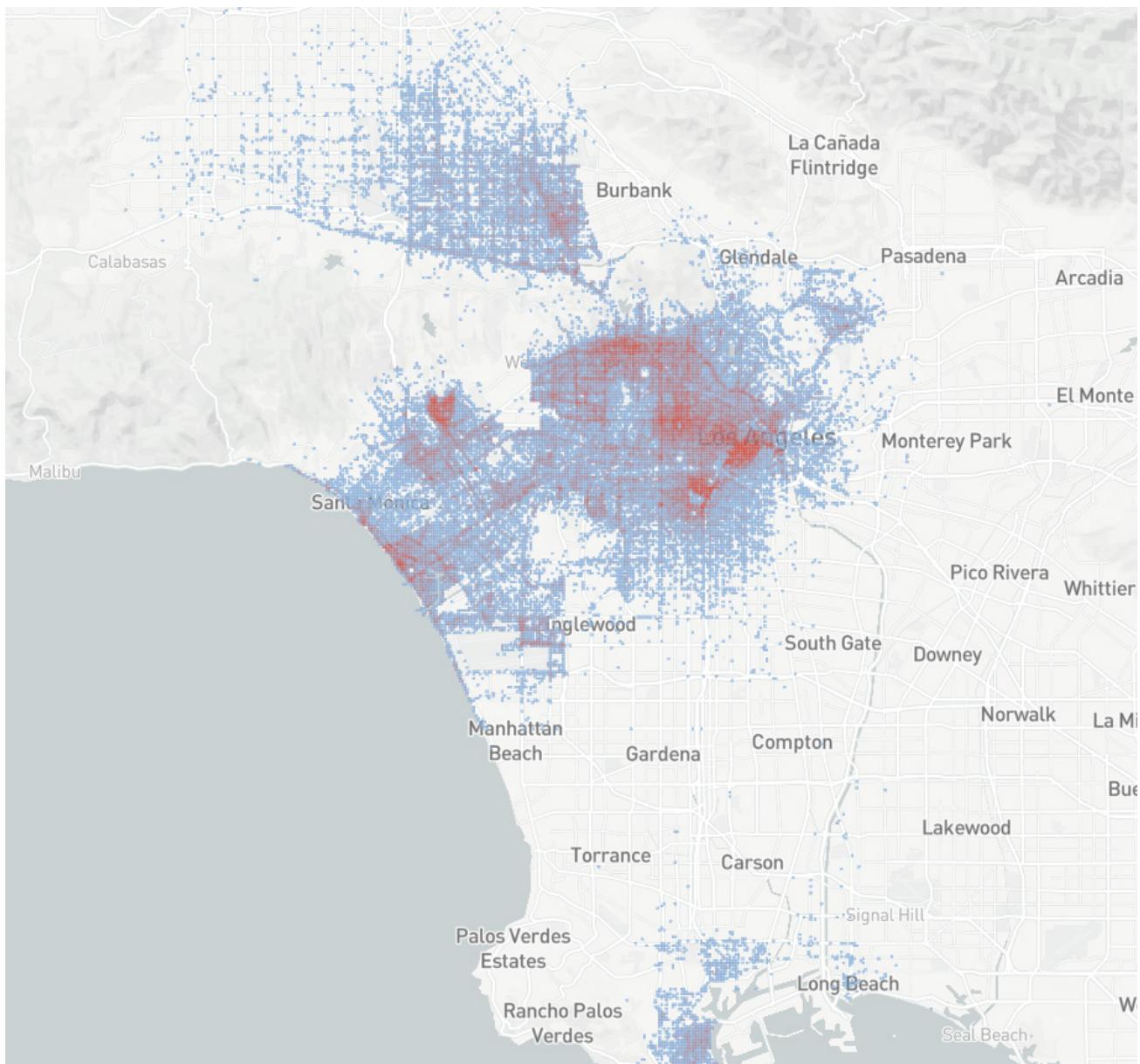
Lowest Daily Total Number of Shared
Vehicles Deployed

3,907,850

Total Number of Miles
Traveled

0.71 Miles

Average Trip Length



Where are
people riding?

Data show that shared, dockless trips occur across Los Angeles but are most common in the Downtown area, near major universities like UCLA and USC, and major attractions like Hollywood and coastal areas.



COMMUNITY

As a partner to communities across Los Angeles, LADOT is committed to ensuring residents can stay informed, provide feedback, and participate in transportation initiatives. Through collaboration with City departments, regional agencies, local organizations, and communities, the Department will ensure that its projects, programs, and services support improved mobility across Los Angeles.

CITYRIDE MEMBERSHIP DRIVE

As part of LADOT's effort to support the travel needs of all Angelenos, the Department launched a membership drive for its paratransit service, Cityride, offering 5,000 free, one-year memberships to qualified seniors and individuals with disabilities residing in South Los Angeles. This initiative, made possible through a grant from the California Air Resources Board's Sustainable Transportation Equity Program (STEP), underscores LADOT's commitment to equitable transportation solutions.

Cityride provides on demand transit service to seniors and individuals with disabilities at a significantly reduced fee compared to those offered by private mobility services. The new

membership drive further reduces barriers by providing new members with \$84 in quarterly fare value for free, covering services such as Dial-A-Ride van rides, DASH bus rides, and City of Los Angeles permitted taxi rides.

LADOT continues to accept applications from qualified South LA residents and has seen an overwhelming response from the community. This initiative supports independence for seniors and individuals with disabilities while fostering a more connected and inclusive Los Angeles.



DASH PACOIMA CONNECTS RESIDENTS TO SCHOOLS, PARKS, AND EVERYDAY DESTINATIONS

In May 2025, LADOT joined Council District 7, Pacoima Beautiful, and the Strategic Growth Council to celebrate the official launch of DASH Pacoima. The new route connects residents to key destinations, including Hansen Dam, the San Fernando Bike Path, schools, grocery stores, and recreation centers. It offers both clockwise and counterclockwise service and is powered entirely by zero emission electric buses, improving local air quality and reducing greenhouse gas emissions.

This new route is the result of extensive community outreach in the Northeast San Fernando Valley with community partners like Greening Together Collaborative and Pacoima Beautiful. Prior to the launch of the new service, LADOT and

project partners hosted design workshops and pop up events at schools, grocery stores, and neighborhood gatherings. Residents shared valuable input on where service was most needed, helping shape a route that reflects how people in Pacoima live, work, and travel.

A Transformative Climate Communities (TCC) grant supported the purchase of new charging infrastructure, making this service possible. Thanks to these partnerships, this project represents another community-driven milestone toward cleaner, more accessible transportation.

CICLAVIA KEEPS ROLLING

There is no event that better connects Angelenos with the community than CicLAvia! LADOT's ongoing partnership and commitment to open streets produced seven events during the most recent fiscal year for more than 30 miles of open

streets. Together, the collaboration is exploring new ways to activate public spaces in the run up to the World Cup and the 2028 Games.



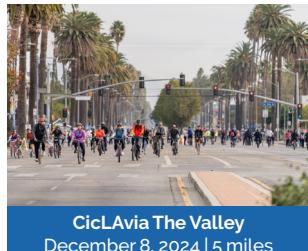
CicLAvia Meet the Hollywoods
August 18, 2024 | 6.6 miles



CicLAmuni Lincoln Heights
September 15, 2024 | 1.16 miles



CicLAvia Heart of LA
October 13, 2024 | 7.5 miles



CicLAvia The Valley
December 8, 2024 | 5 miles



CicLAvia West Adams
Meets University Park
February 23, 2025 | 4.1 miles



CicLAvia Koreatown
Meets Hollywood
April 6, 2025 | 4.75 miles



CicLAmuni Pico-Union
May 18, 2025 | 1.4 miles

E-BIKE LENDING LIBRARY: SOUTH CENTRAL POWER UP

"South Central Power Up" is part of LADOT's UBM program to expand mobility options in South LA by providing long-term loans of e-bikes to participants at no cost. Since launching in April of 2024, participants in the program have logged almost 19,000 trips for a total of 34,622 miles.

Shared e-bikes can greatly expand mobility for individuals who may not have access to a personal vehicle. E-bikes go farther, faster, and require much less effort than traditional bikes, all while avoiding the harmful pollution of gas-powered cars. E-cargo bikes can replace cars for grocery store trips,

or carrying supplies to and from work, reducing congestion on our roads. And adaptive e-bikes support a broad range of mobility needs, making bicycling more accessible.

The library is made possible by partnering with South LA community-based organizations like TRUST South LA, RideWitUs, People for Mobility Justice, and Ride On which run the day-to-day operations out of 7 local hubs, help identify participants and provide training and support to potential riders.

E-BIKE LIBRARY BY THE NUMBERS

Avg Trip Length (time)	31:40
Avg Trip Length (miles)	1.84
Total Bikes	93
Total Trainings	27

BUILDING THE NEXT GENERATION OF MOBILITY LEADERS

Last year, students from Nava College Preparatory Academy completed LADOT's Universal Basic Mobility (UBM) Youth Ambassador program, a hands-on training experience designed to inspire and prepare the next generation of sustainable transportation advocates. Over the course of 54 instructional hours, students explored topics including electric vehicles, zero emission transit, and community centered mobility solutions.

LADOT is supporting climate and equity goals today by investing in the leadership of tomorrow. As Youth Ambassadors, these students are now equipped to promote sustainable mobility and share what they've learned with their families, peers, and communities.



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. Here are LADOT's Outstanding Performers for the 24-25 Fiscal Year.



Brett Kalish

Signal System Supervisor I

Brett oversees the Traffic Signal Repair and Maintenance Division in the Valley District. His expertise helped revamp LADOT's Signal System mobile app tracking system. Brett's leadership remains a key component to the division's overall success at managing and maintaining nearly 5000 traffic signals City-wide.



Jonathan Rogers

Transportation Planning Associate II

With the Bureau of Transit Programs, Jonathan has played a key role in securing over \$14 million in state and federal funding to advance bus electrification and support transit operations. His creativity and commitment drive LADOT's progress toward a cleaner, more sustainable future.



Beverly Flynn

Senior Management Analyst I

Beverly spent 12 years as a Senior Management Analyst before retiring in 2024. Beverly created a centralized database for all contracts related to transit, provided all project managers with a detailed email containing a step-by-step guide of the contract process, and managed the procurement process diligently and comprehensively.



Kevin Lee

Transportation Engineering Associate III

After joining the ATSAC Design Office in 2022, Kevin helped modernize the City's traffic management system and supported Metro's Rapid Bus projects. For the past 12 years, he has led coordination on the Regional Connector subway project, sharing his expertise through staff training.



Durre Shamsi

Transportation Engineering Associate II

Durre currently serves the Valley Planning and Development Review Division, overseeing transportation projects in the East San Fernando area. She champions transit oriented, pedestrian friendly design and continues to make a lasting impact on the communities served by LADOT.



Lameese Chang

Supervising Transportation Planner I

Lameese brings passion and dedication to the work of the Vision Zero team. As a leader in her department, Lameese addresses challenges head on while embracing new opportunities with an open mind to help the Vision Zero team and others deliver projects that improve the safety of streets for all Angelenos.



Janine Ying

Management Analyst

Janine's exceptional attention to detail and organization have made her an invaluable member of the Transit Bureau, managing transit contracts, mastering complex processes, and uniting stakeholders toward successful outcomes. Her adaptability, critical thinking, and curiosity bring fresh energy to how LADOT Transit operates.



Lupita Huerta

Transportation Planning Associate II

Lupita is deeply committed to collaborating with communities for more equitable planning processes and outcomes. She has led multiple outreach efforts, including the development of the Department-wide Community Engagement Guidelines and resource library and the publication of the Bilingual Transportation Glossary.



Quan Tran

Transportation Engineer

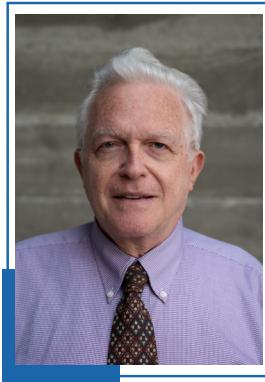
Quan serves in the Southern District Engineering Office, where he works with council districts to address community concerns and find solutions to complex transportation-related issues. Quan regularly assists LADOT's Special Traffic Operations to provide on the ground support in managing large special events and emergencies.



Susan Rahtz

Senior Traffic Supervisor III

Susan was an LADOT employee for 36 years before retiring in 2025, serving as the Captain managing the Valley Area Enforcement Office. With approximately 120 Traffic Officers and 35 Communication Center staff under her command, Susan consistently demonstrated integrity and support to the Department's mission of public safety.



Robert Rosenwald

Management Analyst

Robert plays a critical role in reporting National Transit Database data to the Federal Transit Administration. Through meticulous reporting, he ensures LADOT Transit qualifies for hundreds of millions in federal grants and Metro formula funds that keep the City's transit system running smoothly.



Syunik Zohrabyan

Transportation Engineering Associate II

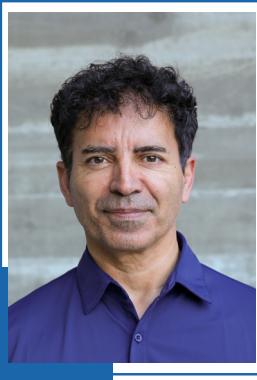
Syunik's software skills and imagination were critical in partnering with ITA to create a new architecture for the Department's customer service system. Syunik now works with the Special Traffic Operations division supporting the Palisades recovery as well as special events.



Rodney Smith

Senior Traffic Supervisor III

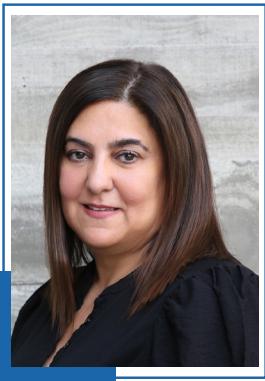
As Captain of the Western Parking Enforcement Office, Rodney has shown outstanding leadership and dedication to public safety. During the Palisades Fire, Rodney worked long hours to keep emergency response efforts running smoothly, ensuring his team's safety and the efficient use of resources.



Vicente Cordero

Transportation Engineer

Vicente has played a pivotal role in numerous land use development and multimodal transportation projects that advance transportation safety and accessibility. Vicente's strong work ethic and communication skills create a positive work environment that significantly aligns with LADOT's core values and objectives.



Silva Abramian

Transportation Engineer

Silva serves as the District engineer overseeing the West Valley District Office. Due to Silva's management, the West Valley District Office has the lowest backlog of all six District Offices. Her willingness to step up and assist others is invaluable to providing strong customer service.



TRANSPARENCY

LADOT will continue to streamline and integrate our processes to support teams across the Department, delivering projects and programs more efficiently. By improving our internal systems and developing new standards, the Department will provide more consistent, high-quality services to the people of Los Angeles.

UPCOMING PROJECTS

Prior to implementing major changes to the roadway, LADOT conducts outreach within communities to understand the priorities of residents, stakeholders, and businesses. Through a combination of surveys, virtual and in-person meetings, canvassing of businesses, group walks and bike rides, and tabling at community events, LADOT ensures that projects not only improve

safety and accessibility, but meet the needs of those most impacted. As the City works to prepare Los Angeles for major events like the 2028 Olympic and Paralympic Games as well as pursue goals outlined in the Mobility Plan 2035 (MP35), LADOT has begun outreach to finalize designs for a number of major projects with construction expected to break ground in the coming year.



Pico Boulevard

This project will deliver 3.5 miles of safety improvements between Crenshaw boulevard and Figueroa Street. The redesign will introduce bike and pedestrian safety improvements including bike lanes and crossings called for in MP35 and serve to calm traffic and reduce collisions along this corridor.



South Broadway

As part of a partnership with Metro, this project will install safety and mobility upgrades along a 3.5-mile stretch of Broadway from Manchester Avenue to Martin Luther King Jr. Boulevard, in South LA. Planned upgrades include bus priority lanes, safer crosswalks and intersections, traffic calming measures, and bike connections to the new Rail-to-Rail path on Slauson Boulevard.



MLK Boulevard,
39th Street,
and Broadway
Palace

This partnership with Metro will provide safer connections between neighborhoods, the Metro E Line and J Line, and major destinations like Exposition Park, a key location for the 2028 Games. The project consists of modifications to three street segments with the goal of creating a safer travel environment through reduced speeding, closing gaps in the bike network, and upgraded pedestrian crossings.



Ohio Avenue

The project will deliver a 1.3 mile two-way protected bike lane from Westgate Avenue to Westwood boulevard providing a crossing between the east and west sides of the 405 freeway all the way to Santa Monica and the beach that is safe for people walking and biking. The project also plans traffic signal upgrades, new curb ramps, and traffic calming measures such as speed humps and neighborhood traffic circles on adjoining streets west of Westgate.



Westwood Boulevard

Westwood is one of the City's most important corridors connecting to UCLA, Westwood Village, the Wilshire corridor, as well as major transit stations including the Metro E line and future D Line stations. This project will deliver improvements along Westwood Boulevard to close critical gaps in the transportation network and enhance safety for people walking, biking, and driving along the corridor.



Sunset Boulevard/Cesar Chavez Avenue

This major corridor connects Downtown LA with neighborhoods to the north and Dodger Stadium. The project is divided into two segments from Fountain Avenue to Douglas Street and from Douglas to Alameda and will include intersection modifications, transit infrastructure, and bicycle facilities to improve safety and mobility for all forms of travel.



Spring Street/Alameda Street

This corridor connects neighborhoods to key destinations such as LA State Historic Park, Chinatown, Olvera Street, Union Station, Downtown LA, and the LA River Bike Path. The project will fill critical gaps in the transportation network to address ongoing safety concerns for people walking, biking, and taking public transit.



Koreatown-Pico Union Neighborhood Connections

Active transportation improvements will connect Koreatown and Pico Union neighborhoods through a low-stress route designed for biking and walking. This will create a comfortable alternative to Vermont Avenue along quieter neighborhood streets.

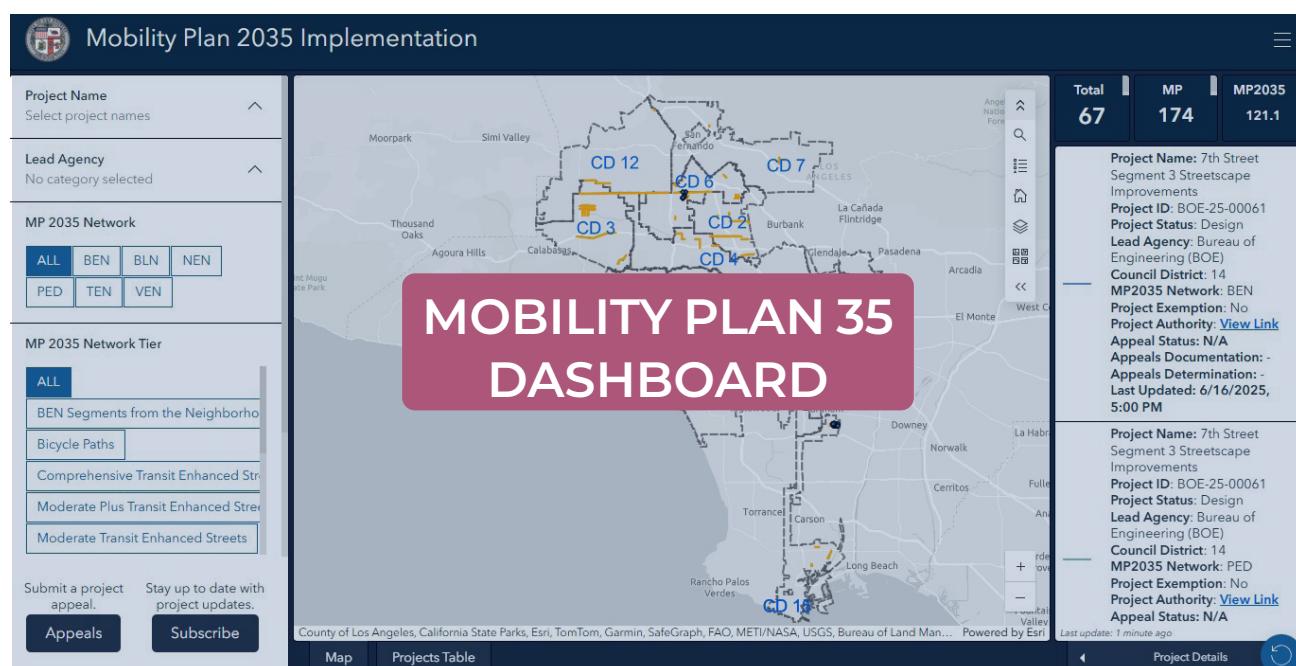
MOBILITY PLAN 35 DASHBOARD

Prior to the start of FY 24-25, Los Angeles voters passed Measure HLA, which required City departments to coordinate on implementing the City's Mobility Plan 2035 (MP35). Put simply, any time the Department of Public Works conducts significant road maintenance projects such as resurfacing or repaving more than 1/8th mile of roadway, LADOT is required by law to implement the standard design elements recommended in MP35.

The law includes a requirement for the City to build a publicly accessible dashboard to show which projects and locations will receive maintenance

and required treatments. LADOT published the dashboard in Spring of 2025, enabling the public to see future projects as well as the Department's plans for streets.

The implementation of MP35 will advance the Department's goals in building a transportation network that supports all modes of travel, whether individuals choose to walk, bike, drive, or take transit. The new dashboard provides a window for the public to learn about projects and hold City departments accountable for making improvements to our transportation system.



WORLD CUP AND 28 GAMES

Los Angeles is a City that welcomes the world on a daily basis. Global attractions, world class universities, thriving immigrant communities, and a port and airport that serve as gateways to the continental United States are just a few of the reasons that Los Angeles is an ideal location to host major international events like the 2026 World Cup and the 2028 Olympic and Paralympic Summer Games.

Preparation for the Games has already begun. LADOT has identified and begun design and outreach for several Games-related priority projects. We've enlisted partners like CicLAvia to plan major activations and open streets events in the lead up to and during the Games. An entire organizational structure within LADOT assigning

staff for specific roles and responsibilities has been established to plan, design, and execute operations. And through the Games Mobility Executives led by LA28, LADOT is working in partnership with transportation agencies at all levels of government, including Metro, Caltrans, the Southern California Association of Governments, and neighboring cities, to develop the infrastructure to support an accessible and efficient transportation experience for the athletes, dignitaries, and spectators participating in the Games.

From improved accessibility and safety of streets to more efficient public transportation infrastructure, LADOT's efforts are guided by the goal of ensuring the 2028 Games will deliver a legacy of benefits felt for decades to come.





Large portions of LADOT's budget come from transportation-specific local return funding such as Measure R, Measure M, Proposition A, and Proposition C, ensuring that peoples' tax dollars come back to their communities. For example, approximately 32.5% of the Department's FY25-26 operating budget was sourced from the Metro Local Return Funds mentioned above, which help support traffic and signal improvements, public transit services, traffic management, and street improvement and maintenance. The Department also aggressively pursues funding from Regional, State and Federal grant programs, making up a portfolio of approximately \$500M across the department for projects large and small. There are still other operations that are cost-neutral, such as permit and plan review fees, or revenue-producing, such as parking citation issuance to enforce parking regulations, contributing to the City's general fund. The citation revenues and parking meter revenues shown on the following pages go toward funding those parking enforcement and parking operations programs. Together, these sources sustain our programs to advance a safer, more equitable, and more efficient transportation system.

BUDGET FY 25-26

\$14,103,321,315

Total City Budget

FY 24-25 | \$12,822,072,685

\$215,546,917

LADOT Operating Budget

FY 24-25 | \$214,876,841

\$538,616,317

Other LADOT Funding Sources

FY 24-25 | \$443,339,633



EMPLOYEES

1,545

FY 25-26
Authorized
Positions

1,454

Filled Positions
July 2025

85

Vacant Positions
July 2025

521

Authorized Traffic
Officers July 2025

536

As needed/Part-time
Positions July 2025

PARKING ENFORCEMENT & ADJUDICATION FOR FY 24-25

* Note: Average Figures Include County/State

1,877,888

Number of Parking & Safety Violation Citations

\$113,172,250

Revenue from Citations

73%

First Year
Collection
Rates

74%

Second Year
Collection
Rates

\$75

Average Base
Fine Amount of
Citation

\$160

Average Fine & Penalty Amount of
Citation

TOP TWO VIOLATIONS FOR FY 24-25:

Violation Category	Category	Citation Count	Percentage of Total Citations
Street Sweeping		517,885	28%
Red Zone		252,962	13%

PREFERRED PARKING DISTRICT PERMITS & REVENUE FY 24-25

\$34/\$22.50

Charge for a Permit
(Annual/Visitor)

\$34.00

The Cost for an
Annual Permit
(Maximum 3 per
Household)

\$22.50

The Cost for a Visitor Permit
(Maximum 2 per Household). Visitor
Permits Must be Renewed Every 4
Months to Remain Valid.

\$2.50

The Cost for a Guest Permit

\$4,127,092

Total Revenue



CAPITAL PROJECTS

Phase	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Pre-Design	24	24	30	33	32	21	17	12	9
Design	16	27	26	19	21	24	25	25	23
Right of Way	5	3	3	3	4	1	3	0	2
Bid & Award	4	1	2	8	9	10	7	12	11
Construction	13	12	6	1	3	17	23	20	17
Post-Construction	0	6	2	0	0	2	3	5	9
Total Projects	62	73	69	64	69	75	78	74	71
Budget Total	\$180,270,744	\$178,212,756	\$198,552,220	\$221,603,110	\$250,202,407	\$294,665,764	\$360,419,578	\$381,433,865	\$388,213,705



MOBILITY FOR-HIRE DIVISION

Taxicab & Franchise | FY 24-25

1826

Permitted Taxis in Service

8

Authorized Companies

Percentage of Green Taxicabs:

97%

of Vehicles are Hybrids or EVs

68

Total Gas Vehicles (3% of Fleet are Gas Vehicles)

135

Total Minivan/ Wheelchair Accessible Vehicles

159

Non-Emergency & Vehicle for Hire Companies (Excluding Taxis)

1534

Vehicles for Hire (Including Non-Emergency Ambulance) (Excluding Taxis)

Service Fees for Vehicle for Hire Collected FY 24-25:

\$3,079,372.04

FY 24-25 Amount Collected

2,212

Permitted Drivers



PARKING REVENUE: PERMITS, SPACES, AND METERS

\$39,929,241

Meter Revenue (FY 24-25)

32,226

On-Street Card & Coin Spaces

2,317

Off-Street Total Metered Spaces

1,762

Pedestrian Signal LED Inserts

32,944

On-Street Total Metered Spaces

718

On-Street Pay Station Spaces

555

Off-Street Card & Coin Spaces

35,261

Total Metered Spaces (On & off Street)

11,347

Off-Street Parking Facility Spaces



LADOT FIELD CREWS

In FY 24-25 Paint & Sign Installed

43,978

Number of Signs

8,185

Number of Pavement Markings

225

Number of Miles of Painted Curb Zones

862

Number of Miles of Striping

529,416

Number of Temporary Sign Postings and Removal

810

Number of Crosswalks

In FY 24-25 LADOT Signal Systems Crews completed

13,380

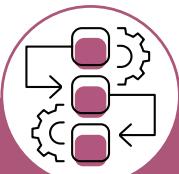
Traffic Signals Repaired**

3,232

Number of Traffic Signals Maintained*

*Maintained - the signal is functioning, but received maintenance to prevent breakage/malfunctioning in the future.

**Repaired - the signal was broken / malfunctioning in some way that required it to be fixed.



PLANNING DIVISION

Completed FY 24-25

61

Transportation Impact Studies Completed

1,081

Building Permits Processed

222

Driveway Reviews Processed

ED1 Projects (FY 24-25):

ED1 Directs Departments to Streamline and Expedite the Review of 100% Affordable Housing Projects.

79

Building Permits Processed

19%

of Building Permits were Processed in less than 1 Day

21.5%

of Building Permits were Processed within 2 Days

4

Project Referral Forms to Assess Need for Traffic Impact Analysis Processed

14 days

Average Processing Time for Project Referral Forms

1

project required to prepare a traffic impact analysis



SPECIAL EVENTS | FY 24-25

4,979

Number of Events

193,933

Traffic Officer Hours

30,913

Senior Traffic Supervisor Hours

SPECIAL TRAFFIC OPERATIONS | In FY 24-25

553 Large Special Events

*NOTE: Single, Multi-Day Events Count as one Event)

439 Venue Events



VEHICLES IMPOUNDED | FY 24-25

10,251

Peak Hour Impound

1,664

Stolen Recoveries

7,163

72 Hour Impounds

845

Public Hazard Impounds

34,099

Other Impounds

54,022

Total



TRANSIT RIDERSHIP | FY 24-25

13,953.075

Total Number of Boardings DASH

941,200

Total Number of Boardings Commuter Express

48,741

Dial-a-Ride Boardings

50,136

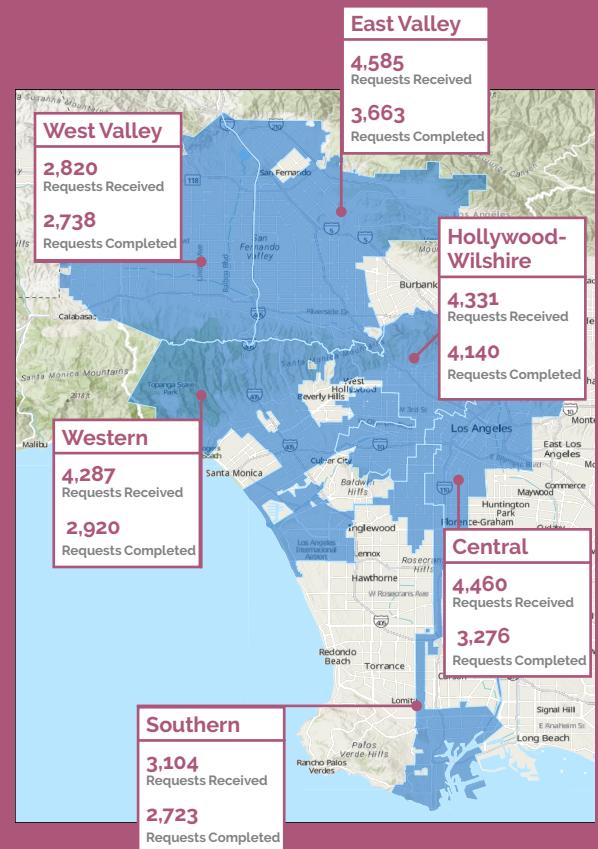
LANow Boardings



DISTRICT OFFICES | FY 24-25

23,654 Total Service Requests Received

19,574 Total Service Requests Closed



CITY OF LOS ANGELES

Land Area	468 Square Miles
Streets	7,500 Miles
Freeways	181 Miles
Population	3.849 million
Registered Vehicles in LA	7,738,193
County	



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

CITY COUNCIL

Eunisses Hernandez, Council District 1
Adrin Nazarian, Council District 2
Bob Blumenfield, Council District 3
Nithya Raman, Council District 4
Katy Y. Yaroslavsky, Council District 5
Imelda Padilla, Council District 6
Monica Rodriguez, Council District 7
Marqueece Harris-Dawson, Council District 8, Council President
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Heather Hutt, Council District 10
Traci Park, Council District 11
John Lee, Council District 12
Hugo Soto-Martinez, Council District 13
Ysabel J. Jurado, Council District 14
Tim McOsker, Council District 15

BOARD OF TRANSPORTATION COMMISSIONERS

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Douglas Tohom, Vice President
Viggen Davidian
Raymond Regalado
David Marquez
Juan Solorio Jr.
Nicole Nicholas

LADOT ANNUAL REPORT
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