



LADOT

ANNUAL REPORT

JANUARY 1, 2021 - DECEMBER 31, 2021



Leadership & Mission



MISSION: LADOT’s approach to fulfilling its vision

LADOT leads transportation planning, project delivery, and operations in the City of Los Angeles. We are accountable for delivering a safe, equitable, and well-run transportation system that supports the growth and vitality of the city and region.

VALUES: LADOT’s priorities for its organizational culture

CREATIVITY
A commitment to curiosity, innovation, and critical thinking.



WE: Evolve our methods
Solve problems
Embrace new technology
Let data guide decisions

FULFILLMENT
A commitment to adaptability, growth, and fun.



WE: Seek self-awareness
Are always learning
Embrace change
Create fellowship

ACCOUNTABILITY
A commitment to responsiveness, follow through, and follow-up.



WE: Do quality and timely work
Celebrate our successes
Discuss & resolve underperformance
Are reliable

INTEGRITY
A commitment to transparency, ethics, and building trust.



WE: Serve the public
Say what we mean
Do what we say
Treat others with respect



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Outstanding Performers Of 202124



Dear Friends,

Despite the continued challenges that came with navigating a global pandemic, this past year was one of meaningful progress. If 2020 can be remembered as a year that forced us to rethink the ways in which local governments can help build more equitable, more sustainable, and safer cities, 2021 can be seen as a real step toward translating these new ideals into tangible progress.

At every juncture that tested the resilience of our City, LADOT was ready to roll up its sleeves and lead the way. When we introduced one of the largest vaccination efforts in the country, LADOT stepped up to ensure the operation was a success. Millions of live-saving doses were provided to Angelenos thanks to the dedication and selflessness of LADOT employees.

Despite being stretched thin, LADOT delivered on our most critical policy priorities. Working with the California State Legislature, they successfully advocated for greater local control in developing safer speed laws and a permanent slow streets program. The impact of these legislative victories cannot be understated: having these tools at our disposal will make our streets safer and more accessible to all modes of transportation.

LADOT also took major steps to help improve quality of life for Angelenos, most notably by reforming their rules to allow for permanent outdoor dining and modernizing the City's Taxi regulations to make taxis more available and user-friendly. LADOT also forged ahead with over 27 miles of new and upgraded bike lanes across Los Angeles, as well as expanded bus service on key routes amid service cutbacks from many neighboring transit agencies across the region.

LADOT's accomplishments over the past year are nothing short of historic. All that was achieved— while balancing constituents' needs in the midst of a crippling pandemic — is a testament to the versatility and resilience of the department's staff.

On behalf of the City of Los Angeles, I would like to express my gratitude for all that LADOT has done, and look forward to seeing their progress in the coming year.

ERIC GARCETTI
Mayor



LADOT

Greetings,

Welcome to the LADOT Annual Report 2021! Inside you'll find a review of the activities, projects, and accomplishments of this department over the past calendar year.

2021 was a year in which we all learned to accept the unexpected while remaining focused on our larger goals. At the beginning of the year, LADOT published its three-year strategic plan which will guide our department's mission through the year 2023. This report is based upon the pillars of that plan to show how various programs and operations have advanced our goals towards equity, sustainability, economic development, and the health and safety of our city while tending to the mental and physical well-being of our workforce, the people who keep our city moving.

LADOT takes pride in what we have accomplished this year. These include the completion of safety projects on streets with some of the highest rates of severe and fatal collisions such as Adams and Main in South Los Angeles, the implementation of a record number of new bus priority lanes, an update to our Taxi permit system to make the industry and the jobs it supports more competitive, the establishment of a permanent micromobility program, and a first-of-its-kind effort to uncover and correct for gender inequities in our transportation system. Our staff supported groundbreaking legislation and brought home grant funding at the local, state, and federal levels to allow us deliver better services in line with our goals.

We achieved this as the COVID-19 pandemic which upended life around the world in 2020 disrupted the way we work, travel, and engage with each other socially and professionally. Even as the future remains uncertain, LADOT has chosen to be proactive in the face of challenges to make progress for our city.

While there is still much work to be done, 2021 proved we are up to the task.

SELETA REYNOLDS

LADOT General Manager

Equity & Justice



At LADOT, Los Angeles communities are at the center of our work. We value equity and inclusion, and we are committed to creating a transportation system that treats everyone with dignity and supports vibrant communities. Our work focuses on addressing systemic inequities present in our transportation system and reversing a legacy of harmful policies and practices that have undermined the health, safety, and agency of underserved communities. To achieve transportation equity and justice, LADOT is advancing Universal Basic Mobility to ensure every Angeleno has access to dignified, reliable, safe, and affordable transportation that serves all of their needs.

WHAT IS UNIVERSAL BASIC MOBILITY?

People simply cannot access education, employment, housing, and healthcare without robust transportation options. For example, in Los Angeles today, there are twelve times more jobs accessible in one hour by car than by transit. Universal Basic Mobility (UBM) is a key initiative to help us close this opportunity gap.

Today, many Angelenos can access a myriad of mobility options, with the simple touch of their mobile phone. However, mobility should not be an option

for only those who can afford it.

In 2021, LADOT established UBM as an organizing principle to guide operations across the department. Whether the project is the expansion of LADOT DASH service, building better bike lanes, enforcing equitable distribution of shared vehicles, or investigating gender disparities in public transit, LADOT's operations are dedicated to the goal of ensuring mobility and access is available to all Angelenos.

“
If you don't have mobility, you don't have opportunity.”

—Seleta Reynolds
General Manager, LADOT

SPOTLIGHT:**UNIVERSAL BASIC MOBILITY PILOT**

Operationalizing Universal Basic Mobility in a city as large as Los Angeles is a major undertaking. To begin LADOT has identified a pilot zone where we can begin to deploy programs that support the expansion of mobility options for an area that has historically been underserved by transportation services and investments for low-income communities.

LADOT has received \$14 million from the state, and is finalizing additional city funding, to help kickstart this pilot. LADOT's UBM pilot will integrate access across existing and new transportation options, introduce new shared mobility options for residents and workers, expand and integrate fare payment subsidies, and expand electrification to give South LA residents more choices for how they get to where they need to go. Here are few of the project components LADOT is planning to debut in the pilot zone:

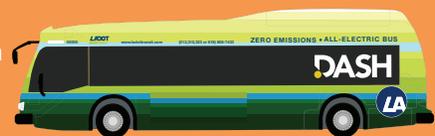


The Mobility Wallet will subsidize community members that face mobility challenges including students, senior citizens, low-income residents, and people with differing abilities allowing access to various mobility options including shared electric vehicles, e-bikes and scooters, and on-demand transit.



A partnership with LA CleanTech Incubator will provide an **E-bike library** giving free/low-cost access to e-bikes for extended check-out times, including e-bikes for people with disabilities and cargo bikes.

LADOT will pilot an **on-demand community electric shuttle** to fill in gaps in Downtown Area Short Hop (DASH) service to eliminate the need for transfers.



LADOT will expand its **Electric Vehicle sharing program** BlueLA to provide an environmentally conscious alternative to ride-sharing for disadvantaged communities bringing at least 50 vehicles to the pilot zone.



An **Electric Vehicle Charging Network** will be installed throughout the project area including 21 EV chargers at 5 LA Public Library locations, 30 EV chargers affixed to street light poles and as well as additional locations with project partners.

The pilot, which has been co-created from its inception with community members and non profit organizations led by SLATE-Z, will continue gathering community feedback. Community engagement efforts will include, pop-up demonstrations, job training, and community beautification efforts.

Gender Equity Milestones in Transportation

A commitment to equity requires listening to and addressing the needs of those who have historically been excluded from transportation policy decisions. Women, specifically low-income women of color, represent a large proportion of public transit users who are often left out of the design, development, and delivery process for transit services. That is why LADOT embarked on a mission to learn how our transportation policies might better serve women and what steps are needed to achieve equitable outcomes. This effort culminated in the publication of “Changing Lanes: A Gender Equity Transportation Study.”



This study comes at a historic time when the top leadership roles of the region’s two largest transportation agencies are held by women: LA Metro Chair, Supervisor Hilda Solis, Metro CEO Stephanie Wiggins, and LADOT’s General Manager Seleta Reynolds. In order to address the lack of data on how women use transit, the study looked at the experiences of women in three Los Angeles neighborhoods— Sun Valley in the San Fernando Valley, Watts in South LA, and Sawtelle on the Westside — chosen due to their high proportions of residents of color and female heads of household with low car ownership.

One of the most prominent barriers for women taking transit identified in the report was their feelings of safety when traveling between the bus stop and their final destination. LADOT recognized this as an opportunity for immediate action to improve the rider experience for women. So LADOT piloted a program to allow riders to disembark at any location along a route rather than only at designated stops. This pilot is now in effect on four of our most frequently-used transit lines: Watts, El Sereno, Pico-Union, and Sun Valley DASH.

By gathering data pertaining to the unique experiences and needs of women navigating Los Angeles’ transportation system, the findings will continue to shape our projects so that we are addressing the needs of female residents at every stage of the planning and implementation process.

Community Partnership:

LADOT is committed to ensuring our projects are informed by the voices of those most affected by our policies. Kiana Stepney is a Watts community advocate who helped conduct outreach for the Changing Lanes Gender Equity Study.



How did your partnership with LADOT begin?

“I first got involved with LADOT’s Changing Lanes project when the project consultant reached out to me. After hearing about the purpose of the project, I was immediately interested.”

What was your goal for participating?

“I was motivated by the opportunity to help change the lives of women and children using the public transportation system as their main traveling source.”

What would you say was the greatest challenge faced by women when it comes to Transportation?

“Based on my own experience as well as the outreach I did as part of this project, I would say that the greatest challenge faced by women when it comes to transportation is our safety as well as our children and the difficulty of traveling with groceries and or large objects.”

How did you help ensure that people’s concerns were accurately represented in the final report?

“On some days as part of the outreach process, I would leave my car at home and ride the bus just to interview women while traveling. In doing so, I became a voice for these women.”

Racial Equity Core Team

LADOT's inaugural Racial Equity Core Team completed its first full year of action in 2021. The Team was formed in the fall of 2020, corresponding to Mayor Garcetti's Executive Directive No. 27 to advance racial equity in city government. Fifteen employees from across the department volunteered to participate in the inaugural team from varying divisions and leadership levels.

One of the Team's first tasks was to advise on the role of race and equity in the 2021-2023 Strategic Plan, which was published in early 2021. The Team met monthly with a workplace equity specialist to form a mission statement, Racial Equity Framework, and action plan, as well as complete training in implicit bias. Through discussion with other employees, executive leadership, and personnel, the Team determined their main areas of work are centered around recruitment, retention, and representation. The Team formed action subcommittees with tasks in workplace development, data analysis, communications, and membership to implement their action plan. As the year came to a close, the Team identified short-term actions to be presented to the Executive Team and is currently evaluating applications for new members of the next Racial Equity Core Team to come on board in early 2022. The next Racial Equity Core Team cohort will consist of a few inaugural members along with the new members.



Health and Safety

LADOT's commitment to health and safety is inherent in the work of all divisions across the department. From frontline emergency response to engineering safer streets for all modes of travel, LADOT recognizes how closely connected our policies are to the safety and well-being of Los Angeles residents. This means that the work we do will always be to reduce and eliminate traffic deaths, to develop streets with safety improvements that keep those who are more at risk out of harm's way, and to create a more vibrant and livable community.

Progress and Challenges to Safety on Streets

Since 2015, LADOT's goal has been to eliminate traffic deaths in our city. The pandemic, and last year especially, revealed that our work to make streets safe for all must continue more urgently than ever.

Tragically, 294 lives were lost to traffic violence in our city in the last year. These are mothers, fathers, young children, seniors, each representing a life taken too soon and a family torn apart. Behind these statistics is a nationwide trend of reckless driving and speeding. We are also seeing the effect of vehicles built heavier and higher than ever before with more distracting features which may make a motorist feel more secure but put everyone else at risk.

Despite the obstacles, we have made some critical progress that will have long lasting impacts for our city's street safety. The federal infrastructure bill passed last year represents one of the largest investments in street safety and safe systems ever enacted. Also, the state of California finally changed a law that was resulting in unsafe speeds on many of the deadliest streets across the state. Assembly Bill (AB) 43, introduced by Assemblymember Laura

Friedman and advocated for by a coalition of safety proponents across the state including LADOT, brought reform to an outdated state law which set speed limits without consideration of safety or community impact.

We know that speed is the main factor in fatal and severe injury collisions. A pedestrian struck by a vehicle going 20 miles per hour has a 90% chance of survival. That falls to 10% when the vehicle is traveling at 40 miles per hour. Thanks to AB43, LADOT will no longer be required to raise speed limits on streets after speed surveys in order to enforce posted speed limits as long as there is a previously established speed survey on the corridor and no travel lanes have been added. Los Angeles will also be able to lower speeds on streets where speeds were recently raised because of the old, outdated law.

While good reasons to hope, these changes do not mean our mission is accomplished. We must continue to push for safety on our streets because even one preventable death is too many. Our goal must be to get to zero deaths – that is our north star.

Creative Art Activation to Promote Safety on L.A. Streets

LADOT recognizes the importance of capturing the public imagination to raise awareness of issues such as traffic safety. As stewards of the public right-of-way, we embrace the opportunity to transform our public spaces into meaningful gathering places, where community and even art can be promoted and celebrated. We also seize on opportunities to use art as a way to get critical messages out to the community. That's why one weekend last June, visitors to MacArthur Park encountered a creative



installation unlike any seen before. 100 sculptures of neon turtles ringed the intersection of Wilshire and Park View directing motorists to “Slow Down” and “Save a Life.” Passersby were also greeted by dancing mascots including a stop sign, a traffic signal, and a life-size version of the many neon turtles to help children cross the street. The event

was conceived by LADOT artist-in-residence Renée Reizman in partnership with the MacArthur Park-based community partner Heart of Los Angeles as a way to remind drivers to watch the road, and keep their neighbors safe. We look forward to many future opportunities to promote safety and fun on L.A. Streets.

COVID-19 Relief Operations

LADOT spent another year reprioritizing services to provide critical pandemic relief services. Our Special Traffic Operations division and Traffic Officers provided another record number of hours, directing traffic at food pantry drives, testing and vaccine sites.

We provided free rides on our DASH buses to vaccination sites across the city, many of which were designed, implemented, and streamlined by our Special Traffic Operations Engineers and supported by thousands of Traffic Officer hours throughout the year. Traffic Officers also deployed to support traffic

control at hundreds of LAUSD Grab and Go meal sites for students, their families, and our community members in need. Our Transit services also provided thousands of masks to our riders and supported transport for Angelenos experiencing homelessness to essential resources. Although many events were COVID-19 related, Los Angeles also resumed memorable events like the LA Marathon. Our Special Traffic Operations and Traffic Officer teams also worked closely with LAPD and LAFD to support emergency services and keep LA moving safely.

SPECIAL TRAFFIC OPERATIONS (STO)

Dodgers Stadium Vaccination Site

2000 cones **430,282** vaccinated at Dodgers Stadium **6** lanes

of COVID-19 vaccination sites

1 mega site (Dodgers Stadium) **6** large sites * many smaller sites

STO Resources Supporting Sites

3000 hours (Jan - March) STO only **1000** cones **500** A-frame barricades



TRANSIT:

Support for COVID-19 Relief Efforts

544 transports to shelter housing **3347** Shelter-to-shower transports

46 special shuttles **13,400** masks provided to riders



TRAFFIC OFFICERS

Special Events

2370 special events
108 COVID-19 related

14,469 TOs assigned

2004 supervisors assigned

Emergency Response

5585 events

15,645 TOs assigned

31,072 hours worked for traffic control



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 along both the HIN and citywide in 2021.



Full Traffic Signals



Left Turn Phasing Signals



Crosswalks



Pedestrian Refuge Islands



Speed Humps/ Tables



High Injury Network
Citywide



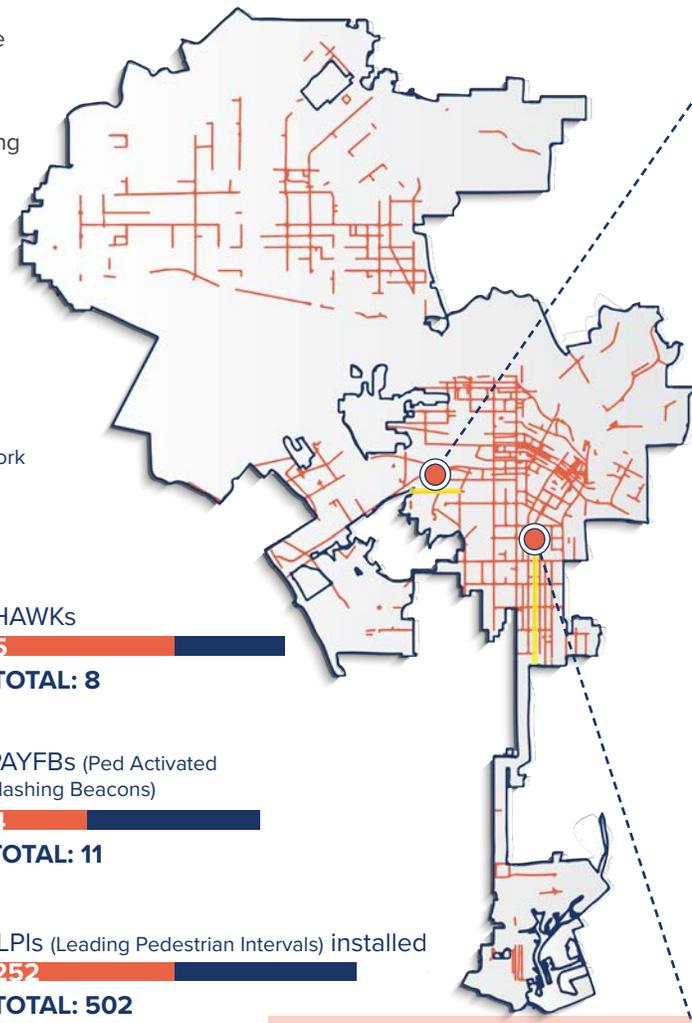
HAWKs



PAYFBs (Ped Activated Flashing Beacons)



LPIs (Leading Pedestrian Intervals) installed



SPOTLIGHT:

MAIN ST COMPLETE STREETS PROJECT

In 2021, the City of Los Angeles completed construction on the Main St Complete Streets Project. The project repaired sidewalks and curb ramps to meet current accessibility standards, and repaired pavement for a smoother driver experience. New traffic signals were also installed and existing signals were updated with protected left turn and leading pedestrian intervals. High visibility pavement markings were also installed to improve bike safety, slow turning vehicles, and improve visibility for drivers, bicyclists, and pedestrians.



FEATURES:



SPOTLIGHT: ADAMS BLVD SAFETY PROJECT

The City of Los Angeles is improving Adams Blvd with traffic safety and accessibility



elements. In June 2021, we hosted a “Walk the Boulevard” event to engage with the community and hear their input on what areas could receive safety measures. Work on the area began with pavement resurfacing and slurry seal, along with a new bike lane and new lane designs. A flashing beacon and pedestrian refuge island were added to the crosswalk at Marvin Ave and the signal at Crenshaw was updated with a protected left turn. The project also received street lighting upgrades and new trees planted along the boulevard for visibility improvement and street beautification. In 2022, we will see more pedestrian refuge islands and flashing beacons to complement pedestrian crosswalks and more trees and street beautification come to the area.

FEATURES:

-  **1** continental crosswalk
-  **2** crosswalk ladder
-  **2** pedestrian refuge island
-  **2** pedestrian-activated flashing yellow beacon
-  **4** speed feedback sign
-  **8** Leading Pedestrian Interval (LPI)
-  **4** traffic signal - protected left-turn
-  **4** miles of bike lanes

Community Partnership:

LADOT is committed to working with communities to ensure our projects reflect the needs of those most affected by our policies. As a Community Organizer, Mobility Justice Strategist, and Board Member of West Adams Neighborhood Council, Yolanda Davis-Overstreet advocated and conducted outreach for the Adams Blvd. Safety Project.



How did you first get involved in the Adams Blvd. Safety Project?

“I was first made aware of this safety project through a bicycling advocate colleague. Also, in my duties with West Adams Neighborhood Councils, I wanted to create a platform so stakeholders could be aware of the traffic violence that was occurring on the Adams Corridor.”

What would you say was the greatest challenge for this project?

“Reaching all the community members within our neighborhood boundaries because they most likely travel on the Adams Corridor at some point. Building more capacity, participation, and budgets so that we can more effectively engage and connect with households of color that are long-time residents, our elders and disabled, our schools, and community centers.”

How would you describe the process/experience of community outreach for a project of this scale?

“Solutions lie within the community not outside of it. It is imperative that government agencies encourage, collaborate, and invest in community leaders and caretakers. That is what occurred on this project which is a key factor of the project’s success! With the relationships and trust established by community leaders and caretakers such as myself come diverse forms of community benefits and solutions. This work in turn results in not only improving pedestrian infrastructure, but also the safety, awareness, and sustainability of the community.”

What would you recommend for someone who wants to improve street safety within their community?

“Believe that your voice, your safety, and your community matters.”



Economic Growth

A city's transportation network is critical to promoting economic opportunity and ensuring that residents can access those opportunities regardless of zip code. Over the last year, LADOT has developed and expanded programs that prioritize the needs of underserved communities to promote access to economic opportunity, mobility, and financial relief in the face of an ongoing pandemic. The department is also looking to the future with emerging technologies playing an increasingly important role in our development as a city. LADOT is committed to ensuring that the benefits of new transportation technologies such as autonomous and aerial vehicles are widely shared by all residents.

LADOT Development Review Sets New Building Permits Record

One of LADOT's critical economic functions is reviewing and approving development projects across the city to ensure that new buildings and construction don't adversely affect street conditions. LADOT does this by conducting traffic impact studies, reviewing and processing building permits, and approving driveway plans to ensure proper ingress and egress from new development projects.

Prior to the pandemic, LADOT typically conducted these reviews in person at development review counters across the city. In order to protect public health, LADOT switched to an online process that significantly increased productivity. In 2021 this led

to the division reviewing and processing a record 1351 permits - nearly double the previous year.

- 116** traffic impact studies completed
- 1351** building permits reviewed & processed
- 267** driveway plans reviewed & signed off





SPOTLIGHT: ABBOT-KINNEY SHOPPING DISTRICT PARKING UPGRADES

One of the most popular shopping and dining destinations in Los Angeles for both tourists and locals is Abbot-Kinney in Venice which also happens to be directly adjacent to residential areas. In order to promote economic activity and reduce the impacts on residents, LADOT worked with the council office to design and implement new parking rules along Abbot-Kinney.

The upgrades expand the award-winning LA Express Park program featuring smart-metered spaces to improve access and reduce parking-related congestion in the area throughout the day with standardized 2-hour time limits and flexible rates based on demand to encourage parking turnover as well as the first-ever-in-L.A. motorcycle-specific parking stalls to support visitors traveling by motorcycle, accessible parking spaces for individuals with disabilities, and on-street dockless device corrals. Through this redesign, LADOT has given this popular destination a fresh look that promotes economic activity and supports the various ways people move through the neighborhood.



- 196** smart meters
- 9** dockless device/
e-bike corrals
- 7** handicap accessible spaces

Parking Policies Support Economic Opportunity and Quality of Life

One of the most frequent ways Angelenos interact with LADOT is through our parking regulations. Whether you are trying to find the nearest available parking meter on your shopping trip or doctors visit, or moving your vehicle on a street sweeping day, the rules that determine when and where to park are critical to supporting neighborhood quality of life.

Over the course of the COVID-19 pandemic, LADOT’s parking division developed new tools to support neighborhood economic activity by repurposing parking spaces for other uses. For example, to support the LA AI Fresco outdoor dining program LADOT decommissioned parking meters to make way for dining spaces in parking and travel lanes. Additional metered spaces were taken offline to support short-term pickup locations for retail and

restaurants as delivery became more common over the last 20 months. Metered spaces have also been removed to support dedicated bus lanes and bike

Metered Spaces Converted

supporting Food & Retail Pick-Up: **786**
supporting LA AI Fresco: **367**

of Active Metered Spaces Citywide

Jan 1, 2021
35,671
↓
Dec 31, 2021
35,344



lanes throughout the city. In total, even while new metered spaces have been installed, the City of Los Angeles ended 2021 with fewer active metered spaces than at the start of the year demonstrating how LADOT has prioritized goals such as the economic growth of communities and sustainable modes of transit over the revenue generated by parking fee collection.

Putting residents and communities first extends to how we process parking citations. While no one likes to receive a parking ticket, they do remain an important tool to ensure motorists abide by the rules. However, LADOT recognizes that for some a citation can be a financial burden leading to significant hardship for those unable to pay. That is why LADOT has developed multiple financial assistance programs as well as a process for reviewing citations issued. Over the last year, tens of thousands of individuals have participated in our CAPP, Early Pay, and Unemployment Waiver Relief programs which have saved residents millions of

Taxi Reform in Los Angeles

In 2021, LADOT presented and the Los Angeles Taxi Commission approved new rules and regulations regarding the permitting and operation of taxis in Los Angeles. This update represents the first reform to these rules since the 1990s, a period in which for-hire transportation has undergone a complete transformation.

Under the new rules, taxis will soon be available via app, they will provide fixed up-front pricing, and no longer have specific “trade dress” requirements which forced vehicle owners to paint taxis certain colors and reduced their vehicles’ resale value. There will also be no cap on the total number of taxi permits issued.

LA AI Fresco

The LA AI Fresco program continues to provide a crucial lifeline for businesses impacted by the COVID-19 pandemic. With almost 3000 participating restaurants in every corner of Los Angeles, it’s clear that LA AI Fresco is one of the most popular economic support programs to come out of the pandemic not only supporting

Value of Citations Waived through CAPP Volunteer Program:

\$857,514.36

Early Pay Citation Discounts:

of citations paid: **63,144**

Value of Savings through Early Pay LA:
\$1,305,052

Unemployment Relief Waiver:

of participants: **1926**

value of citations waived: **\$253,057**



dollars. Through programs like these, LADOT is striking a balance between helping Angelenos who are struggling financially and enforcing the parking regulations that are necessary to protect the quality of life in neighborhoods across our city.

At the same time, the new rules maintain driver background checks, fleet emission standards, and a fee structure that supports a living wage for the driver. This ensures the safety of riders and the economic well-being of drivers who have been hurt financially by the entry of ride-hail companies.

At a time when transportation is undergoing rapid transformation, these new rules represent the best opportunity for a legacy industry to become newly competitive and support the livelihoods of its workforce.

businesses and livelihoods but bringing new vitality to the city’s streetscape. In a survey of the program’s participants, 81% of businesses permitted for curbside dining stated that they likely would have closed were it not for the expanded capacity provided by LA AI Fresco. Over the last year, LADOT continued to provide

permits for expanded outdoor dining as well as on-street dining in parking and travel lanes while working with stakeholders and Council offices to develop a permanent outdoor dining program for Los Angeles. Critical to the success of this program is ensuring its benefits are widely shared and that resources are targeted toward businesses of greatest economic need,

especially those in low-income neighborhoods and BIPOC-owned businesses. To this end, over the last year LADOT has worked with community organizations like CicLAvia to conduct direct outreach with both participants and those yet to apply for a permit and identify how this program can further extend its reach to support all Los Angeles communities.



2777 restaurants
1681 permits for sidewalk dining
188 curbside dining areas
18 dining lane closures

1947 permits for private property dining



Preparing Los Angeles for Aerial Mobility

The transportation industry is currently undergoing its greatest period of transformation since the invention of the automobile with large numbers of new companies, technologies, and modes of transportation coming online and changing how people and goods move throughout our city. With our economy inexorably tied to our transportation system, it is vital that LADOT prepare for a future in which the benefits of these changes are widely shared.

One of the most highly anticipated new modes is aerial mobility. The shift from ground to aerial transportation has the potential to revolutionize goods movement, emergency response services, as well as personal and commercial transportation. By 2030, NASA predicts as many as 500 million package delivery flights and 750 million air metro flights per year. This presents a wide array of challenges and opportunities that regulatory agencies like LADOT must meet if this shift is to improve livelihoods and quality of life in our city.

In 2021, we embraced this challenge with the publication of the LADOT Urban Air Mobility Report and Policy Framework. The report examines the



regulatory environment for aerial mobility, one in which federal, state, and local agencies each play an important role. With the publication of this report, Los Angeles is leading the nation forward in planning for the permitting of aerial passenger and delivery vehicles to operate safely, sustainably, and equitably in America's cities.

At this critical juncture in the history of transportation, the decisions and policies Los Angeles adopts will shape the future of this industry. This is not just an opportunity for aviation, but for all transportation policymakers, to unite and collectively guide the transportation system of tomorrow.

A Livable and Sustainable City

Addressing the climate crisis and building a sustainable transportation system for Los Angeles is a critical goal for LADOT. The single largest contributor of greenhouse gas emissions in the Los Angeles region is transportation. The Mayor's Green New Deal for Los Angeles provides a strong strategic framework to guide the department in this goal including the electrification of our bus fleet, greater adoption of public transportation as well as of alternative modes such as shared micromobility. Each of the accomplishments highlighted in this section make our city more sustainable by improving air quality and reducing greenhouse gas emissions.

We Go Together LA: Improved Bus Services for Los Angeles

While Los Angeles may have a reputation as a car capital, making our city more sustainable requires us to break our dependence on single-passenger vehicles for a wider variety of modes that move more people with reduced environmental costs. Central to that is our efforts to expand and improve LADOT's Neighborhood Bus Service DASH in our city and our goal of having a fully electric bus fleet by 2028.

The service changes and improvement plan was first adopted in 2019 and began with the expansion of weekend service on all DASH routes and evening service on DASH Downtown LA routes. This was followed by the launch of the On-Demand Transit service LANow on LA's Westside and new Commuter Express service for Playa Vista and El Segundo.

In 2021, LADOT began the next phase of service improvements with expansions of the existing DASH D and DASH E lines in Downtown LA and with the launch of the first of several new Community DASH routes in Sylmar which has brought DASH routes to over 200 miles of LA city streets. Additional new routes and service expansions will continue through 2024.

In addition to routes and improvements on LADOT operated transit services, we are working with LA Metro, the region's largest transit provider, to improve bus services across the city. In 2021, LADOT added new bus-only lanes on Alvarado Street, 98th Street, Hope Street, and Olive Street each of which serves a high volume of high-ridership buses. Bus priority lanes have been proven to increase bus speeds by 15% or more and improve the safety of a street and increase the likelihood of people choosing to take the bus which, in turn relieves congestion on our streets making our transit system more sustainable and our city more livable. With these new bus lanes, Los Angeles has now reached the 30th mile of bus lanes installed citywide with more to come!

30 zero-emission electric buses in ladot fleet

20 new buses added in 2021



emissions reduction equivalent to removing **5,164,735** gallons of gasoline

LA's Bikeshare Program Comes to Hollywood

LADOT continues to partner with Metro to deliver bike share to neighborhoods across Los Angeles. In 2021, the program celebrated its expansion into Hollywood. The new stations in LA's most famous neighborhood were selected based on community feedback and make it easier to ride bikes to and from other nearby communities with Metro Bike stations — including East Hollywood, Los Feliz, and Silver Lake.

225	total number of stations
32	total number of new stations in 2021
1131	total number of bikes in system
55	total number of e-bikes in system



Expanding Electric Vehicle Access for Angelenos

2021 was a critical year for the future of LA's electric vehicle carshare program, BlueLA which provides LA residents access to shared electric vehicles with low-income discounts for qualified residents at \$1/month. Members have reported using the vehicles for medical appointments, grocery pick-ups, and job interviews.

Last year, LADOT signed a new contract with Blink Mobility that secures the future of the program and expands it to new areas. Under the new contract, the entire fleet of BlueLA vehicles has been replaced with a new generation of higher-performance EVs. Additionally, the new contract will expand the number of stations citywide to 100 with multiple chargers at each station as well as the number of vehicles to 300 in the coming year. This expansion allows BlueLA members far greater mobility and access to opportunities throughout our city while reducing emissions.



37	stations citywide
62	EV vehicles
27,622	trips in 2021
836,994	miles traveled in 2021




LA Establishes Permanent Micromobility Program

Following a successful pilot that launched the nation's largest shared dockless micromobility program, LADOT established a permanent micromobility program for Los Angeles in 2021. Shared micromobility provides a sustainable first-last-mile solution for many popular destinations across Los Angeles. However, without meaningful regulations, providers would likely only deploy vehicles in high-demand areas. In order to ensure this mode is accessible across Los Angeles, LADOT shifted the approach used during the pilot phase. Rather than only incentivizing the deployment of shared dockless vehicles to lower-demand areas, LADOT now requires deployment to equity

zones as a condition of a company's operational permit. The permit also requires companies to offer discounts in low-income areas and outreach to ensure that eligible individuals know about such opportunities. This ensures that all areas of the city, regardless of income or zip code, may take advantage of this new sustainable mode of transit.

6,485,557 number of rides
4,135,840 miles traveled
~ 882 metric tons of CO₂
or
99,246 gallons of gasoline replaced



SPOTLIGHT:

PLANNING A SUSTAINABLE CITY: THE TRANSPORTATION DEMAND MANAGEMENT CALCULATOR

Transportation Demand Management (TDM) is the process the city follows to issue and approve permits, and influence how new development projects impact the availability of transportation options and accessibility. Smart TDM policies help ensure a sustainable future for our city, encouraging smart development that reduces congestion, travel times, pollution, and expands mobility options.

To ensure our city can support sustainable growth over the coming decades LADOT and the Department of City Planning partnered with the non-profit organization Hack for LA to launch the TDM Calculator – an easy-to-use, online tool that helps guide the design of new development projects. The calculator provides a method of “scoring” projects based upon how well they increase access to destinations and reduce single-occupancy vehicle trips.

Here's how it works. A developer enters a project's details into the TDM Calculator which generates a point target based on the project's size, location, and how it is expected to impact travel patterns and the demand for transportation. New developments cannot be approved until they meet their point target ensuring that all new projects align with our city's sustainability goals. For projects that do not reach their target score, the calculator provides a menu of options that can be included to promote sustainable transportation by those who would live, work, or make use of the development. Menu options include project interventions and adjustments like requiring the addition of a new bike-share station to a service area or providing transit passes for residents and workers.

Over time, the adoption of these strategies will support smart growth for our city and promote sustainable transportation options accessible to all.



LADOT New & Upgraded Bikeways

Calendar Year 2021 Year End Report



Figueroa & Wilshire



Adams-Fairfax to Crenshaw



Elridge & Hubbard



Esko & Foothill Blvd

Street/ Project	Cross Street 1	Cross Street 2	Council District	Bikeway Type	Project Type	In-Lane Length (mi)
Vineland Ave	Strathern St	Stagg St	2, 6	Buffered Lane	Upgrade	0.5
Chase St	Tobias Ave	Van Nuys Blvd	6	Lane/ Buffered Lane	New	0.33
Figueroa St	Alpine St	Cesar Chavez Ave	1	Lane	New	0.24
Woodman Ave	Van Nuys Blvd	Kagel Canyon Rd	6	Buffered Lane	Upgrade	1.84
Broadway (Phase II)	Century Blvd	Imperial Hwy	8	Protected Lane	Upgrade	2.14
7th St	Western Ave	Kingsley Ave	10	Lane/ Sharrow	New	0.68
Figueroa St	Wilshire Blvd	2nd St	14	Protected Lane	Upgrade	0.61
Vineland Ave	Keswick St	Valerio St	2,6	Buffered Lane	Upgrade	0.54
Chatsworth St	Sepulveda Blvd	Chatsworth Dr	7	Lane	New	0.5
Foothill Blvd	Wheatland Ave	Wentworth St	7	Protected Lane	New/ Upgrade	2.8
Maxella Ave	Glencoe Ave	Alla Rd	11	Lane/ Bicycle Friendly Street	New	0.72
Montana Ave	San Vicente Blvd	City Limit	11	Sharrow Route	New	1.2
Bluff Creek	Lincoln Blvd	Campus Center Drive	11	Buffered Lane	Upgrade	2.8
Colfax Ave	Burbank	Oxnard	2	Lane	New	0.75
Airport Blvd	Manchester Ave	Westchester Pkwy/Arbor Vitae	11	Protected Lane	New	0.99
Grand View Blvd	Charnock Rd.	Palms Blvd	11	Buffered Lane	Upgrade	0.46
Winnetka Av	Plummer St	Prairie St	12	Protected Lane	Upgrade	0.49
Laurel Canyon Bl	Saticoy	Roscoe	2,6	Buffered Lane	Upgrade	0.5
2nd St.	Glendale Blvd	Emerald St	1	Buffered Lane	Upgrade	0.46
West Channel	Pacific Coast Highway	Sage Lane	11	Lane/ Sharrow Lane	New	0.63
9th Street	Western Ave	Weymouth	15	Buffered Lane	Upgrade	0.56
Valley Circle Blvd	Victory Blvd	Vanowen Ave	3	Buffered Lane	Upgrade	1.27
Adams Blvd	Fairfax	Crenshaw	10	Lane	New	4.09
2nd Ave	Slauson	54th St	8	Lane/ Sharrow	New	0.56
Foothill Blvd	De Garmo	Roxford	7	Buffered Lane	Upgrade	0.94
Brunswick Ave	Los Feliz Blvd	Chevy Chase Dr	13	Bicycle Friendly Street	New	1.26

Calendar Year 2021 New & Upgraded	27.86
Calendar Year 2021- New Only	21.7





2021 Project Highlights

Reseda Complete Street – In 2021, most of the curb ramps, sidewalks, and driveways along Reseda Blvd between Parthenia St and Victory Blvd were reconstructed as a part of the Reseda Blvd Complete Streets Project. Future improvements coming to this stretch include new traffic signals, bus islands, and street beautification.

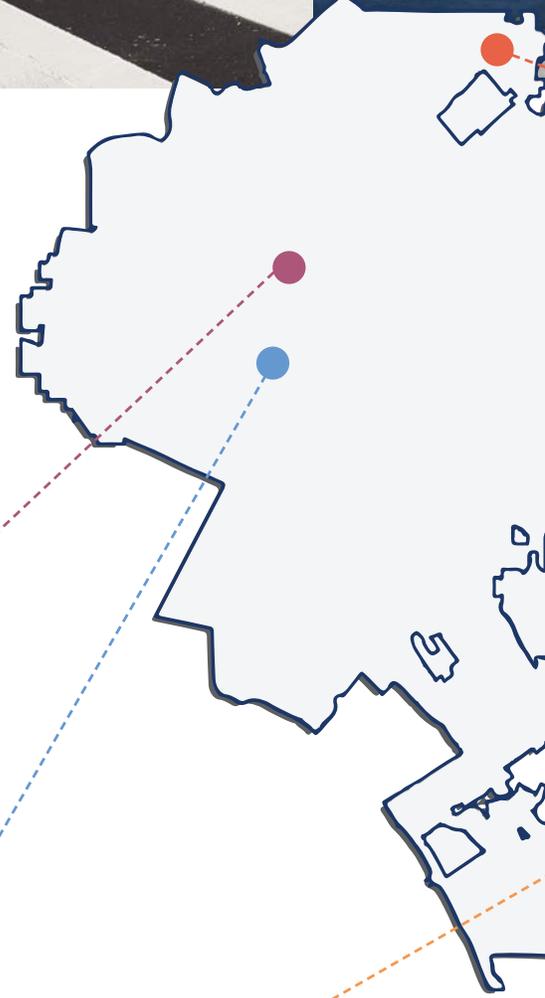
New Traffic Signal at Victory Blvd and Vanalden Ave – A new signal was installed at the intersection of Vanalden Ave and Victory Blvd to improve safety for cyclists and pedestrians in the area. This greatly improves access to the LA River bike path and bridge just north of the intersection.

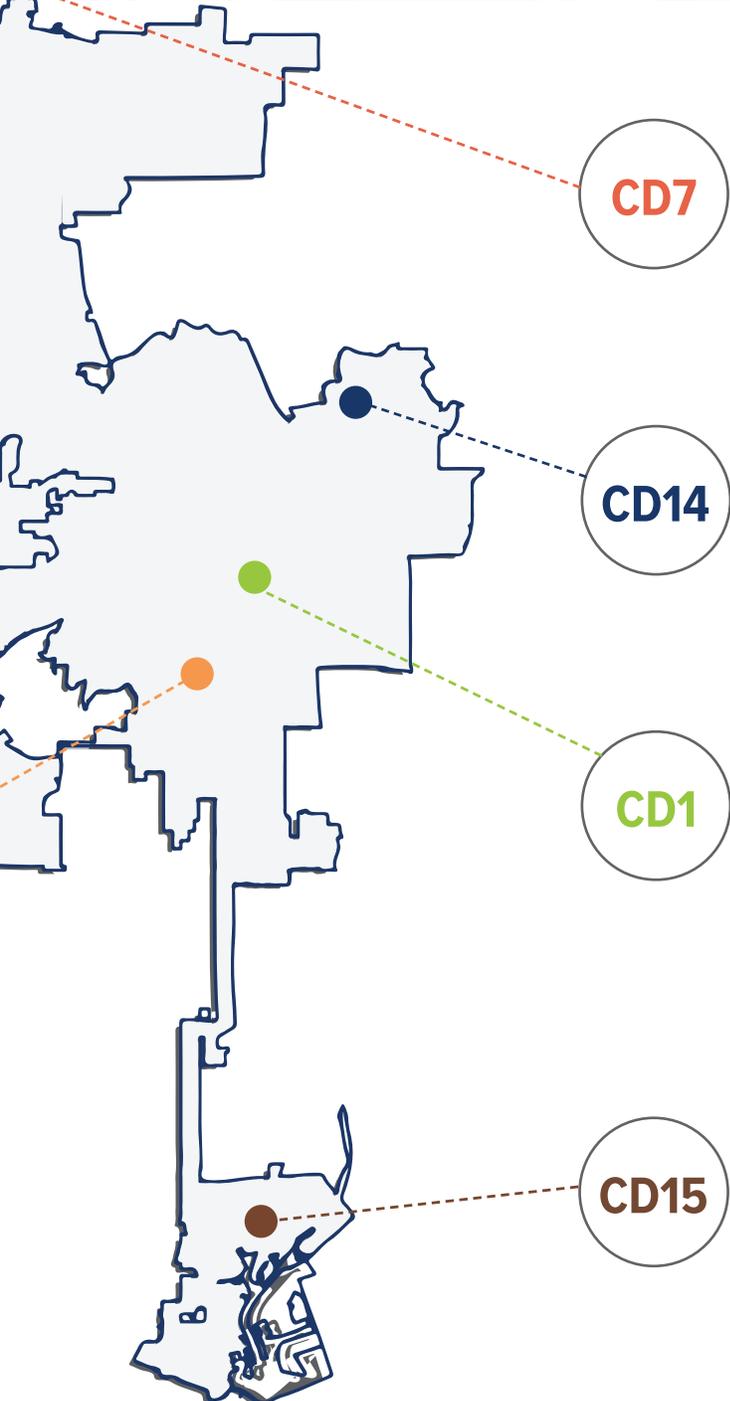
Broadway Our Way – In 2021, LADOT implemented street improvements such as resurfacing, pavement repair, and new safety elements on Broadway between Century Blvd and Imperial Hwy. The Broadway Our Way project will continue to implement street improvements up to Manchester Ave which will beautify the street, reduce speeding, and save lives.

CD12

CD3

CD8





CD7

Sylmar Bus Line – LADOT DASH added a brand new route to Sylmar, operating daily with service between the Sylmar / San Fernando Metrolink Station and Mission College. The new route is a part of LADOT Transit’s major service expansion plan which prioritizes neighborhoods that lack public transportation infrastructure and have large numbers of no-vehicle households.

CD14

New HAWK Signal at Eagle Rock Blvd and Merton Ave – A new High-Intensity Activated Crosswalk (HAWK) signal was installed at Eagle Rock Blvd and Merton Ave to improve crossing conditions for students and business patrons in the area. The HAWK signal is activated by a pedestrian push button and prompts vehicles to stop for pedestrians with a red light.

CD1

Alvarado Bus Lane – LADOT partnered with the Los Angeles County Metropolitan Transportation Authority (Metro), the City of Los Angeles, and StreetsLA to bring the first phase of a dedicated bus only lane to Alvarado Street. This dedicated bus lane improves bus speeds, frequency, and reliability during peak travel times. Lines supported by this new bus lane experience on average over 12,000 daily boardings. 96% of the ridership do not own a vehicle and approximately 77% of riders are Latino/a.

CD15

No Commercial Vehicles in Residential Areas Pilot – In order to protect the quality of life in the residential areas of Wilmington and the Harbor area, LADOT worked with the Council Office and neighborhood groups to establish a network of signs preventing commercial vehicles from idling and parking on local streets that are not designed to support the storage of large commercial vehicles.



6 11



5 10



Tobias Ave & Chase St Bike Lane – A new bike lane was added to Chase St from Tobias Ave to Van Nuys Blvd. The street was repaved and repainted to include high visibility crosswalks and an extension of the existing bike lanes on Chase St.

LA Now relaunch – LADOT’s on demand shared-ride service returned this year to support the Palms, Del Rey, Venice, and Mar Vista neighborhoods with upgrades and improvements. Riders can use the new app to hail a ride from wherever they are within service bounds, or meet the shuttle at the LAnow Rideshare Hub at the Palms Expo Station.

Metro Bike Share West Side Relaunch – Metro and LADOT relaunched an improved Metro Bike Share System on the Westside. The new system provides convenient access to local destinations and transit stations throughout LA’s westside communities.

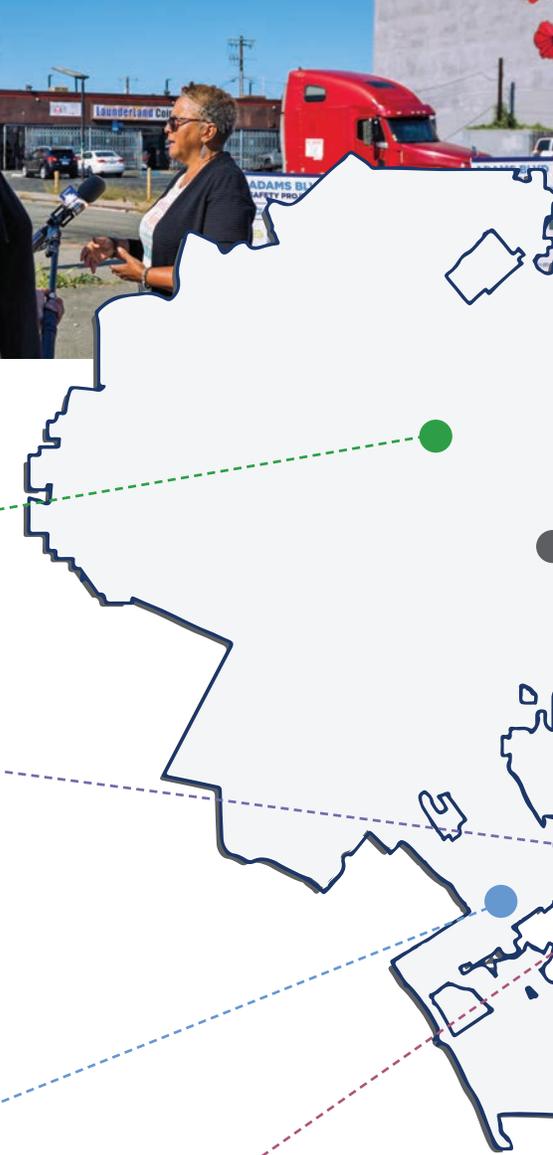
Adams Blvd Safety Project – Adams Blvd received many safety improvements this year including signal upgrades and construction, pedestrian facility upgrades, and new lane configurations. Several community engagement events were held to solicit feedback from the community, including a “Walk the Boulevard” event that took place in the summer. Upgrades are ongoing and will include more pedestrian refuge islands and flashing beacons for crosswalks.

CD6

CD5

CD11

CD10

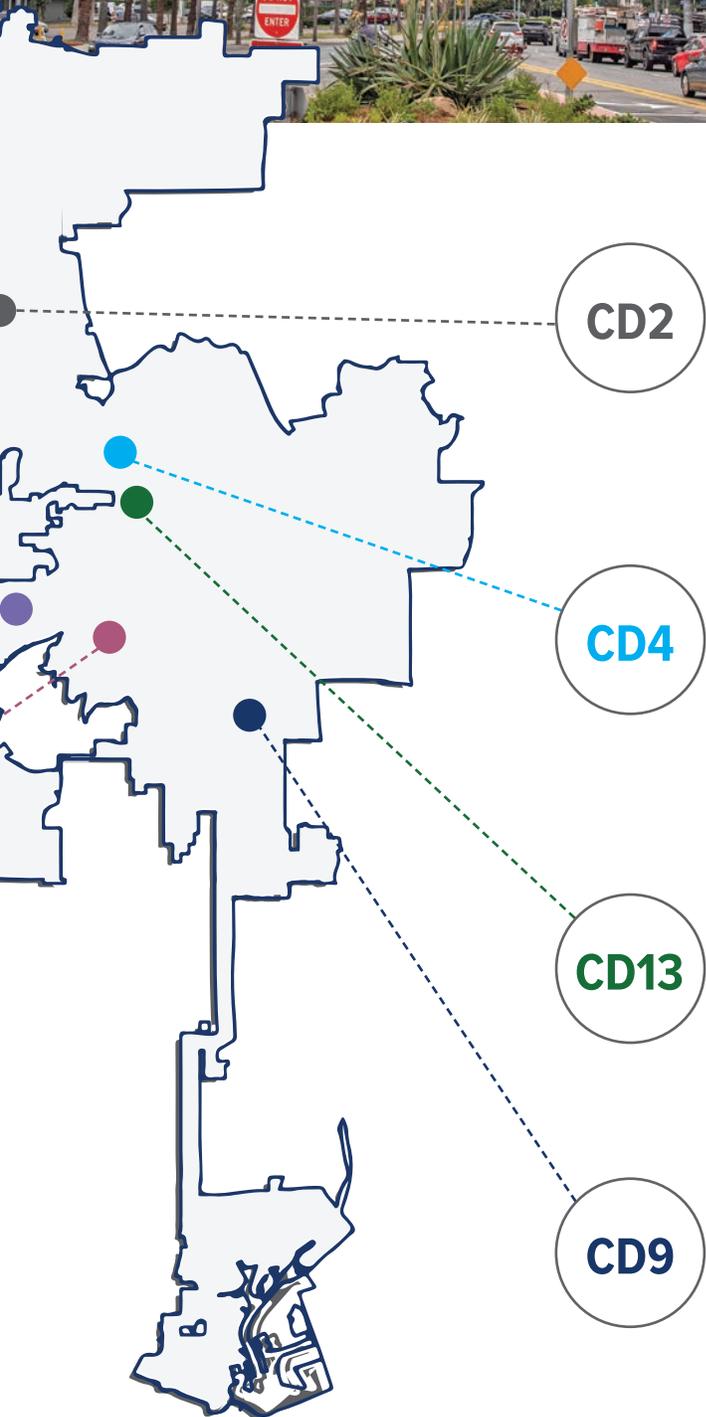




2 13



4 9



CD2

Magnolia Al Fresco – Through the LA Al Fresco program, public space is redesigned into outdoor dining space to provide a safe space to dine out. The NoHo Arts District area reallocated a driving lane to provide dining space for the many restaurants and businesses along Magnolia Blvd. This was one of the first lane closures executed and has continued successfully throughout the year.

CD4

Hollywood Bowl Turn Signal –The traffic signal at the entrance of the Hollywood Bowl and Highland and Odin received a left-turn signal improvement to improve the flow of traffic in, out, and around the venue. In recent years, rideshare options have changed how traffic moves during events, and the new left-turn signal is designed to mitigate the added feature of drop-off and pick-up for rideshare vehicles.

CD13

Hollywood Metro Bike Share Expansion – Metro Bike Share expanded service in the iconic Hollywood neighborhood with 12 new bike share stations. The new Metro Bike stations in Hollywood also make it easier to ride the bikes to other nearby communities with Metro Bike stations — including East Hollywood, Los Feliz and Silver Lake.

CD9

Main St Safety Improvements – The Main St Complete Streets Project covered more than 5 miles of street improvements from Martin Luther King Jr Blvd to Imperial Hwy. New and improved features include new traffic signals, new left turn signals, improved pedestrian crossing facilities, bicycle infrastructure improvements, and pavement and curb repair.

OUTSTANDING PERFORMERS OF 2021



1 MAY 2021

Tess Chen, *Transportation Engineering Associate I*

Tess joined LADOT initially as a volunteer in 2019 and has since proven her ability to not only learn quickly but to train her coworkers as well. Tess has produced project delivery tools for the Complete Streets Implementation Division that have been adopted department-wide as a succession tool to ensure projects will continue to be delivered despite ongoing SIP retirements. Tess has also developed tools to streamline project budgeting exercises to ensure budgets and appropriations are closely monitored.

2 MAY 2021

Charlie Ho, *Transportation Engineer Associate III*

Charlie joined our department in 2017 bringing 18 years of engineering experience with him. Since joining, he has managed various grant funded active transportation projects throughout the City, including the Chandler Blvd Gap Closure Project, the Mid City Greenway Projects, and the ATP Mini Roundabouts projects. Charlie has also been involved in using the mobility data specific (MDS) to inform coordinated work plans, piloting the asymmetric uphill bike lanes, as well as implementing the Citywide bicycle wayfinding signage program.

3 MAY 2021

Brian Bass, *Senior Management Analyst II*

Brian Bass has been with the City for over 30 years working with various Departments, and has spent his last 4.5 years with the For-Hire Policy and Enforcement Division. With Brian's leadership the office has streamlined permitting, moved much of its processes online, managed projects and budgets and has provided guidance and assistance for the public facing counter when managing issues with the public and assisting our permittees. Prior to his retirement in 2021, Brian was key player in establishing a new permitting system for Taxis which was the first major update to the program since the 1990s.

4 MAY 2021

Joe Richard, *Transportation Investigator*

As a Transportation Investigator, Joe's primary role is to keep the traveling public safe by conducting investigations, inspections, and enforcing laws and regulations pertaining to public and commercial passenger transportation. Investigators have the authority to make arrests and impound vehicles for violations of related provisions of the Los Angeles municipal code, applicable County regulations, and applicable State laws. As Acting Senior Transportation Investigator assigned to the Taxi enforcement detail, Joe has ensured individuals taking taxis in Los Angeles can be assured of the safety of their chosen mode of transportation.

5 JUNE 2021

Lieutenant Jessie Dyar, *Senior Traffic Supervisor II*

Lieutenant Jessie Dyar is currently assigned as the Acting Captain of the Hollywood Parking Enforcement Division which is the largest geographical enforcement area in the city with the largest number of officers. In this role, Jessie also oversees LADOT's Parking Enforcement Training Division which just completed classroom and field training for 67 new recruits.

6 JUNE 2021

Lisa Figueroa, *Traffic Officer II*

Lisa's daily responsibilities include overseeing the daily operations of Squad 5 (North Hollywood Area) as well as ensuring every employee in the Valley Division completed The Anti-Bias Learning for Employees (ABLE) training course. She has also ensured that Officers have access to and are supported in successfully completing right hand drive vehicle training. In total, 4 training classes were provided and 13 officers have been certified to safely operate the right hand drive vehicles within her division.

7 JUNE 2021

Georgia Robles, *Acting Senior Accountant*

As a senior lead in LADOT Accounting Section Prop A, Georgia ensure timely and proper payments to various contractors and suppliers of the City of Los Angeles. With a large portion of LADOT's operations being conducted via contract, Georgia, the Prop A team, and the larger Accounting division are critical to ensuring projects proceed on time and on budget.

8 AUGUST 2021

Tiffany Coleman, *Senior Administrative Clerk*

Tiffany's usual duties support the For-Hire group. The skill and competence she has displayed resulted in her being asked to assist the Executive Team as well. Of her own accord, she has taken time out of her busy schedule to continue assisting the For-Hire group with any issues whether it be online systems, assisting Investigators with paperwork or helping to process permits. She has been a consummate team player and embodies the LADOT principles of having a Problem Solving Attitude and being reliable.

9 AUGUST 2021

Cynthia Dueñas, *Administrative Hearing Officer*

Cynthia joined the LADOT Adjudication division in September 2008. While initially part-time, starting in January 2017 to the present, Cynthia has served as a full-time administrative hearing officer and as an acting manager for the division starting in March 2020. As a hearing officer, Cynthia reviews evidence and conducts administrative hearings for those motorists and issues decisions ensuring that Los Angeles motorists receive a fair hearing regarding any challenge to a citation or vehicle impound.

10 AUGUST 2021

Edward Giron, *Transportation Engineering Associate III*

Edward leads design and implementation of federally granted Class I bike facility projects with LADOT's Active Transportation Division. This requires him to coordinate across agencies, design and maintain bike lanes, administer project budgets, and produce project reports. Thanks to his leadership, LADOT has been aggressively expanding our network of Class I bike facilities with projects like the Los Angeles River Headwaters Bike Path, Expo Line Phase 2 Bike Path, Imperial Highway Bikeways Project, and the San Fernando Rd. Phase III Bike Path just to name a few.

11 SEPTEMBER 2021

Mario Interiano, *Senior Management Analyst II*

Mario oversees the needs for maintenance and repairs of all LADOT facilities City-wide, including our Headquarters at the Caltrans building. During COVID19, that has meant ensuring the safety of the workplace across multiple facilities as well as managing the transfer of divisions into into new leased facilities. His leadership and professionalism has helped keep the department safe and operational during an unprecedented time in its history.

12 SEPTEMBER 2021

Ken Aitchison, *Acting Transportation Engineering Associate III*

Ken's work ensures the smooth operation and coordination of traffic signals across Los Angeles. The efficient flow of traffic in a city as large and complex as Los Angeles requires constant review and optimization to ensure that various uses of the roadway are balanced effectively. Ken's most recent project involved analyzing and optimizing the signal progression for the Metro E (Expo) to prioritize transit in accordance with the Mayor's Executive Directive 25 and motions from the Transportation committee.

13 NOVEMBER 2021

Victor Campa, *Signal System Supervisor I*

Victor supervises the crew responsible for the building, modification, and repair of traffic signal intersections throughout the City of Los Angeles thus ensuring the safe and continuous operation of LA's traffic control system. This work requires coordination with the Department of Water and Power, StreetsLA, and Bureau of Street Lighting to implement PROP C and Vision Zero funded projects. Thanks to Victor and his leadership, LA is able to maintain and operate one of the most state-of-the-art traffic signalization systems in the world.

14 NOVEMBER 2021

Renita Willis, *Communication Information Representative (CIR)*

Renita began her career with LADOT in November of 2005. In addition to being responsive in her interaction with the public and very efficient in dispatching and receiving radio calls to Traffic Officers, Renita provides training to the new CIRs and Traffic Officers assigned to the Communication Center on light duty or as an intern, and at times even to the Communication Center supervisors. CIR Willis has shown exceptional leadership abilities and her knowledge and willingness to handle difficult situations has been instrumental in helping the Communications Center run efficiently making her a model of how a CIR should perform their day-to-day duties.

15 NOVEMBER 2021

Carolyn Spottsville, *Traffic Officer II*

Traffic Officer Carolyn Spottsville joined LADOT in July of 2015 and was assigned to the Hollywood Area Parking Enforcement Office. She has been instrumental in making sure the Hollywood Hills area continues to be a safe place to live and visit by consistently enforcing parking regulations that protect quality of life. As a result, LADOT has received many accolades from the community and Council District.



LADOT

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Mike Feuer, City Attorney

Ron Galperin, City Controller

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LADOT ANNUAL REPORT

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