



City of Los Angeles  
Department of Transportation

Annual Report  
Fiscal Year 2010-2011

*Moving Los Angeles Forward*





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## General Manager's Message



***Fiscal year 2010-2011 was a challenging year for the Los Angeles Department of Transportation, but through it all the dedicated women and men at LADOT have continued to work hard and produce important results for the City of Los Angeles and the constituents we serve.***

This report highlights some of the key services and results LADOT delivered in FY 2011, but cannot possibly touch on the success of every individual employee in the department.

I want to extend my thanks and gratitude to Mayor Villaraigosa and the City Council in particular for their support appointing me general manager of LADOT as well as the senior management team here at LADOT, most of whom I have worked with for many years, for their continuing support and commitment to the department and the city. Finally, thank you to LADOT's employees: you are the engine that drives our department and your tireless public service is what makes it all possible. I look forward to building on our accomplishments in FY 2011 in the coming year.

Jaime de la Vega  
General Manager

# Traffic Officers.....



LADOT employs 566 traffic officers who are responsible for providing vital services to the City of Los Angeles each and every year. They enforce laws, protect public safety, ensure smooth traffic flow, respond to emergencies, and generate millions of dollars in annual revenue for the city's general fund.

## *Parking Enforcement*

Traffic officers play a key role in enforcing state and city parking laws. Officers issue citations to vehicles in violation of parking laws in order to achieve a number of parking policy goals:

- Making sure streets and driveways are not unsafely blocked, e.g. restrictions on curb parking during rush hour and on street sweeping days
- Ensuring parking turnover in commercial districts so that customers have access to businesses
- Protecting residential neighborhoods from spillover parking and abandoned vehicles

## *Congestion Relief*

Traffic officers provide vital congestion relief services to Los Angeles.

They ensure that intersections remain clear and work at special events -- based on plans developed by our traffic engineers -- that draw thousands of people to key venues and events, including:

- Staples Center
- Greek Theatre
- Hollywood Bowl
- Dodger Stadium
- LA Marathon





## Revenue

Revenue from parking citations issued by traffic officers produced \$133.8 million in FY 2011.

Citation revenue is transferred to the city's general fund and pays for important city services such as police, fire, and libraries.

## Emergency Response

Traffic officers respond to unusual occurrences whenever they happen throughout the City of Los Angeles.

These are unexpected events that threaten public safety and disrupt normal street operations and traffic.

Traffic officers provide as-needed services to protect public safety and ensure that traffic continues to flow.

In FY 2011 LADOT traffic officers worked 1,640 major incidents and emergencies including:

- Bridge collapses
- Fire incidents
- Floods
- Mud slides
- Oil spills
- Police incidents
- Power outages
- Presidential visits
- Rock slides
- Scheduled signal shutdown
- Sinkholes
- Underground explosions
- Water main breakdowns



# Field Operations.....



LADOT field crews are responsible for maintaining much of the infrastructure on city streets. Public safety is the department's number one priority. Maintenance of signal equipment, signs, and striping is a crucial part of keeping motorists, cyclists, and pedestrians safe.

## *Installation & Maintenance*

LADOT is responsible for the installation, maintenance, and removal of all of the traffic control devices for the City of Los Angeles and in FY 2011 the department installed:

- 65,000 signs
- 15 traffic signals
- 466 miles of painted curb zones
- 540 miles of striping
- 13,000 pavement messages

Traffic signal response crews are available 24 hours a day, seven days a week to make emergency repairs after traffic accidents, equipment failure, power failures or anytime public safety may be at risk.

## *Striping & Markings*

LADOT works with the Bureau of Street Services street resurfacing program and slurry seal program. All traffic striping and messages are reinstalled on arterial and local streets after resurfacing or slurry seal work.

Painted curb zones are maintained, installed or removed along the city's more than 6,500 miles of streets.

Each year field crews repaint and install more than 350 miles of red curb along with more than 6 miles of other painted curbs for commercial loading, passenger loading, and short-term parking.



## *Temporary Signs*

LADOT is responsible for the posting and the removal of temporary signs when it is necessary to temporarily restrict or limit parking because of special events, construction, street resurfacing, and filming.

Last year over 12,000 orders for these temporary controls were received resulting in the posting of 167,648 signs.

Many of these temporary sign postings support the needs of the city's great film industry.

## *Construction*

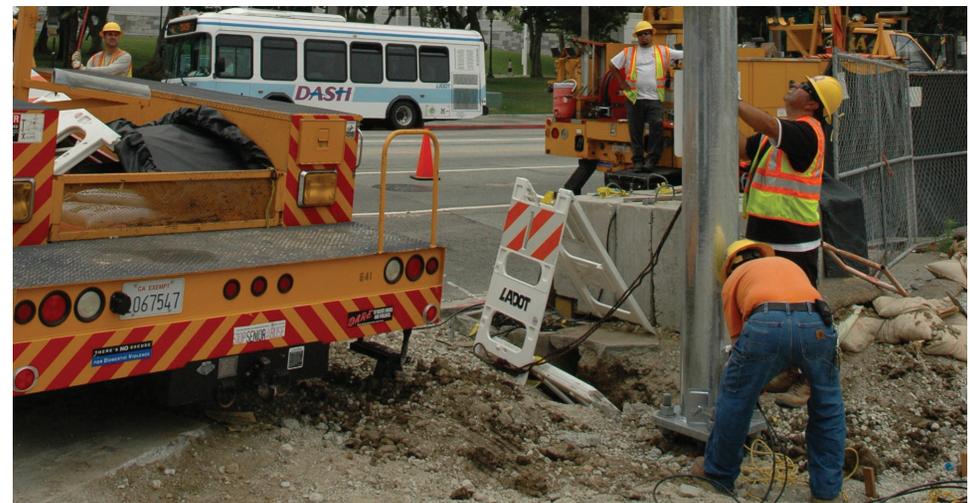
LADOT is responsible for new signal construction, upgrading existing signal installations, and maintaining traffic signal equipment at over 4,400 signalized intersections in the city.

This includes installation of safety devices, including countdown pedestrian signals, speed feedback signs, and pedestrian-activated flashing signals that advise motorists of people crossing the street.

LADOT's signal laboratory evaluates and prepares all traffic signal equipment including the highly complex computerized microprocessor controllers that are essential for a modern signalized intersection.

The lab also develops equipment specifications, evaluates software programs, develops diagnostic software and training modules, and assists field personnel in troubleshooting traffic control equipment problems.

In addition LADOT inspects controller cabinet installations for all of the signal projects in the city such as those associated with private development and transit projects.



# Bicycles.....



## 2010 Bicycle Plan

The City Council and Mayor adopted a new bicycle plan during FY 2011. The plan's three main goals are to:

- Increase the number and types of bicyclists who ride in the city
- Make every street a safe place to ride a bicycle
- Make the City of Los Angeles a bicycle friendly community

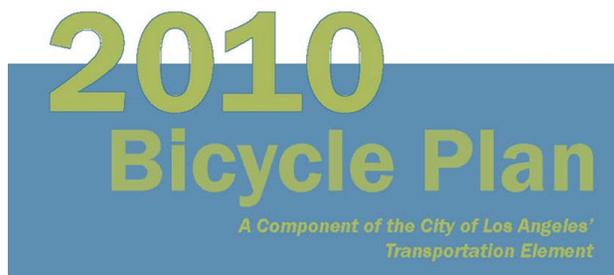
The citywide bikeway system includes over 1,680 miles of routes, lanes, paths, and bike friendly streets categorized into three types of networks.

The citywide bikeway network (CBN) consists of a connected grid of bike facilities (paths, lanes, and routes) spaced approximately every two miles on selected larger city streets.

The CBN is aimed at commuters and more experienced cyclists seeking faster travel speeds.

The neighborhood bikeway network (NBN) consists of a secondary grid of bike friendly local and collector streets with lower traffic volumes and speeds spaced approximately every one mile.

Additional traffic calming measures including signage, and signalization may be installed on the NBN.



The Green Bikeway Network (GBN) is comprised of the city's bicycle path projects such as the LA River, Beach, and San Fernando Road bicycle paths.

LADOT and the Department of City Planning collaborated on the new bicycle plan.

## Implementation Plan

For the first time ever the City Council and Mayor also adopted a Five-year Implementation Strategy for the city's bicycle plan.

Bicycle projects were prioritized based on a number of criteria, including whether they would close a gap in the bike network or are located in a lower income neighborhood.

In FY 2011 LADOT completed 21 projects adding 28.5 miles of bikeway facilities.

The city has established a "Bicycle Plan Implementation Team", supported by LADOT and Department of City Planning with participation from the cycling community, that is responsible for making the plan a reality.

For information about LADOT's bicycle activities go to <http://www.bicyclela.org>  
<http://ladotbikeblog.wordpress.com/>

## Funding

The City Council and Mayor set aside 10% of the city's Measure R local return funds for bicycle and pedestrian programs. (Measure R is the 2008 countywide half-cent transportation sales tax, with 15% of all funding flowing to cities by population formula.) This represents over \$15 million in funding over the next five years.

In addition, Mayor Villaraigosa is working to increase the percent of discretionary MTA grants for bikeway projects from 7% to 15% of the available funds.

The MTA 2009 Long Range Transportation Plan includes \$287.2 million in funding for bicycle and pedestrian projects over the next 30 years (FY 10-40) that the city will pursue to build out its bikeway network and pedestrian infrastructure.



## CicLAvia

LADOT and other city departments supported two precedent setting bicycle and pedestrian events in FY 2011. On October 10, 2010 and April 10, 2011 the CicLAvia shut down 7.5 miles of city streets to cars and other vehicles, creating temporary public open space for all forms of non-motorized use.

The route connected Hollywood, Mid Wilshire, downtown Los Angeles, and east Los Angeles. It is estimated that over 150,000 Angelenos have participated.

LADOT provided traffic engineering services and traffic officers to ensure participant safety and so that motorists would have alternative ways around the city.

For information about CicLAvia go to <http://ciclavia.wordpress.com/>



# Transit Expansion.....



**Orange Line - Canoga Extension**  
Opens FY 2012



**Exposition Phase 1**  
Opens FY 2012



**Expo Phase 2**

Construction  
Pending FY 2012



**Crenshaw LAX**

EIR/EIS  
Concluding



**Westside Subway**

EIR/EIS  
Concluding



**Regional Connector**

EIR/EIS  
Concluding



**Van Nuys**

Environmental  
Work Started



**Green Line LAX**

Environmental  
Work Started



**SFV I-405 Corridor**

This page: Images courtesy of MTA



## **Construction Support**

LADOT is supporting the construction of major new rail and busway lines funded by MTA through:

- Review and approval of traffic signal plans
- Temporary traffic mitigation plans
- Striping bike path plans
- Deployment of traffic officers
- Testing traffic signal operations

### **Exposition — Phase 1**

The 8.6-mile light rail extension will connect Culver City and south Los Angeles to the 7th/Flower station in downtown Los Angeles. Seven new stations are being built in the city and the line also will connect to the future Crenshaw-LAX line. The project is currently under construction and scheduled to open FY 2012.

### **Orange Line - Canoga Extension**

The Canoga Extension includes a 4-mile extension of the highly successful Orange Line from the existing Canoga station to the Chatsworth Metrolink station in the San Fernando Valley. The project is currently under construction and scheduled to open for service in FY 2012.

## **Project Development**

LADOT is partnering with the Los Angeles County Metropolitan Transportation Authority and the Exposition Metro Line Construction Authority to develop major new rail and bus projects in the City of Los Angeles. LADOT actively participates in the environmental review process to select the locally preferred alternative with proper mitigation measures for these projects.

LADOT plays a critical role in coordinating with various city departments to obtain funding approvals, expedite the plan review process, and review environmental documents for these new transit projects.

### **Wilshire Bus Lanes**

The City Council and Mayor approved construction of 7.7 miles of peak hour curbside bus lanes funded by MTA and the Federal Transit Administration.

An estimated 29,000 people per day will shave 10 minutes off an end-to-end commute between MacArthur Park and the Los Angeles-Santa Monica border.

LADOT and the Department of Public Works will be responsible for construction.

### **Exposition — Phase 2**

The second phase of the Exposition Line adds 6.9 miles of light rail service from Culver City to Santa Monica through west Los Angeles.

### **Crenshaw — LAX**

The project is a 8.5-mile light rail transit project connecting the Green Line LAX station to the Exposition/Crenshaw station.

### **Westside Subway**

The Westside subway is a 9-mile extension of the Purple Line subway from Wilshire/Western to UCLA/Westwood.

### **Regional Connector**

The Regional Connector is a 1.7 mile underground light rail extension that will connect the 7th/Flower Blue Line station to 1st/Alameda. Once opened the Long Beach Blue Line, Pasadena Gold Line, Eastside extension, and the Expo Line will be connected to form a single system.

### **Van Nuys Rapidway**

This is a new median busway project on Van Nuys Boulevard.

### **Green Line — LAX**

The Green Line — LAX project will connect the Green Line from the Aviation station to Los Angeles International Airport, with the exact project definition to be determined through the planning and environmental process.

### **SFV I-405 Corridor**

The SFV I-405 corridor project will connect the San Fernando Valley to west LA via the I-405/Sepulveda Pass, with the exact project definition to be determined through the planning and environmental process.

# Highway Innovation.....



## Signal Synchronization

LADOT is leading the effort to synchronize 100% of the traffic signals in Los Angeles.

Using computer algorithms developed by our engineers and programmers, the city is able to optimize the flow of traffic on city streets in real time. Signal synchronization makes city streets more efficient - without widening the street - and reduces traffic congestion (delay) and associated mobile source emissions.

In FY 2005, only 77% of the city's signalized intersections were synchronized, however LADOT did not have funding to complete the program.

In 2006, Mayor Villaraigosa secured \$150 million in state Proposition 1B funding to finish 12 project areas.

The following project areas were completed during FY 2011:

- Harbor Gateway 1 (07/06/10)
- Coastal/West LA (09/01/10)
- San Pedro (05/18/11)

Today, 88% of the city's signalized intersections are synchronized.

## TPS System

LADOT designed and operates the "transit priority signal" (TPS) system that increases the green cycle and decreases the red cycle for MTA rapid buses. This is made possible through the city's signal synchronization program. Overall delay at city traffic signals is reduced by 19-25% and reduces bus operating costs.



## *Express Lanes*

### **High Occupancy Toll (HOT) Lanes**

LADOT is partnering with the MTA and Caltrans to implement high occupancy toll lanes on the I-10 east of downtown LA (14 miles) and the I-110 between downtown LA and the I-405 (11 miles).

The program seeks to reduce traffic congestion and improve the operational efficiency of the region's freeway system. Motorists may pay a voluntary fee to use the carpool lanes if the lanes are not overcrowded. This in turn speeds up traffic in the other lanes.

LADOT is participating through plan review, design of the traffic signal system on city streets, and through an innovative new congestion management program.

### **ExpressPark**

LADOT's "ExpressPark" system in downtown LA will utilize the latest parking meter and sensor technology to manage demand through dynamic pricing that changes depending on demand.

The goal is to set on-street parking meter rates so that no more than 70-90% of spaces are occupied on each block throughout the day. This will ensure that curb parking is available or that drivers will use available off-street parking, resulting in motorists spending less time circling the block that creates local traffic congestion and pollution.

ExpressPark will feature meters and pay stations that accept credit cards, enhanced parking guidance signage and information, including smart phone applications showing available parking. Project starts in FY 2012.

## *Capital Projects*

In FY 2011, LADOT completed 4 highway projects valued at \$12 million that improved street safety and increased roadway capacity. The department also secured \$40 million in new funding for 36 new projects.

## *Left Turn Arrow Signals*

In FY 2011, we installed 46 left turn arrow signals. Between FY 2006 and FY 2011, LADOT installed 563 left turn arrows at the city's most congested and unsafe intersections.



## *I-405 NB Carpool Lane*

One of the last gaps in the freeway carpool system currently is under construction with the support of LADOT.

The project consists of a 10.2-mile northbound carpool lane on the I-405 San Diego freeway between National Boulevard in west Los Angeles (near the I-10 Santa Monica freeway) and Ventura Boulevard in the San Fernando Valley (near the U.S. 101 Ventura freeway). LADOT is designing the associated reconfiguration of Sepulveda Boulevard as well as new signal and striping plans. Engineers also are designing traffic mitigation plans during construction.

# Other Department Functions.....



## Parking Management

LADOT develops parking policy, manages the city's meter system, and administers off-street parking lots. LADOT manages over 36,000 on-street parking meters, and an additional 117 off-street parking lots with 11,285 parking spaces. The city is upgrading its meters to increase customer convenience and improve reliability.

FY 2011 highlights include:

- Converted 13 off-street parking lots from single space meter to multi-space meter
- Installed 20,000 new solar powered meters that accept credit and debit cards
- Converted Hollywood & Highland parking structure to fully automated system
- Collected \$41 million in meter revenue



## Planning

LADOT is one of the lead agencies in planning and development in the City of Los Angeles. The department works closely with the Department of City Planning to project future traffic conditions and to develop the Transportation Element and Land Use Element (Community Plans) of Los Angeles' General Plan. LADOT also works with private developers to ensure that their traffic studies and environmental analysis properly identify potential impacts and to identify mitigation measures that will be built along with projects such as new traffic signals, new left turn arrow signals, and re-stripping lanes.

FY 2011 highlights include:

- Reviewed 47 major development projects
- Initiated comprehensive multi-modal transportation study for the Westside part of Los Angeles





## Taxicab & Franchise

LADOT regulates taxicabs, pipelines and other vehicles for hire, including private ambulances, non-ambulatory vehicles and buses. LADOT sets performance standards to ensure that vehicles are safe and that high levels of customer service are provided. This includes driver testing, confirming licensing and insurance, and inspecting vehicles. The regulation of the vehicle industry by the Los Angeles Department of Transportation and the Taxicab Commission ensures that service levels are maintained, vehicles are periodically inspected, and drivers are tested.

FY 2011 highlights include:

- Installed security cameras in over 250 taxicabs
- Secured a grant for 50 wheelchair accessible vehicles
- Initiated a Green Taxi program to assure that 80% of the 2,303 licensed taxicabs are hybrid or alternative fuel vehicles by 2015



## Transit

LADOT is the second biggest bus operator in the county, with a 4.9% market share. Long haul Commuter Express and downtown and community-oriented DASH shuttle carry 31 million riders each year. LADOT services feed and augment Metro's regional bus and rail services as well as Metrolink's commuter rail lines.

FY 2011 highlights include:

- Increased rider satisfaction with LADOT transit services to 90%
- Ordered 84 new compressed natural gas (CNG) buses to replace diesel Commuter Express vehicles and secured \$44 million in federal, state and local grant funding
- Secured \$4.8 million per year in additional bus operating funds
- Right-sized operations, reduced operating costs, and modified fares to align with available budget

# City of Los Angeles

**Antonio R. Villaraigosa**  
Mayor

**Carmen A. Trutanich**  
City Attorney

**Wendy J. Greuel**  
City Controller

## City Council

District 1 - Ed Reyes

District 2 - Paul Krekorian

District 3 - Dennis Zine

District 4 - Tom LaBonge

District 5 - Paul Koretz

District 6 - Tony Cardenas

District 7 - Richard Alarcón

District 8 - Bernard Parks

District 9 - Jan Perry

District 10 - Herb Wesson

District 11 - Bill Rosendahl

District 12 - Mitch Englander

District 13 - Eric Garcetti

District 14 - José Huizar

District 15 - Vacant

## Los Angeles Department of Transportation

Jaime de la Vega, General Manager

John Fisher, Assistant General Manager

Selwyn Hollins, Assistant General Manager

Amir Sedadi, Assistant General Manager

Commander Mike Williams, Parking Enforcement

Detirch Allen, Environmental Affairs Officer

Robert Andalon, Parking Operations Support

Bruce Gillman, Communications Director

Kang Hu, Transit & Bikeway Development

Ken Husting, Streets & Freeways Development

James Lefton, Transit Services

Michael Nagle, General Counsel

The logo for the Los Angeles Department of Transportation (LADOT) features the letters "LADOT" in a bold, white, sans-serif font. The letter "A" is stylized with horizontal lines passing through it.