

CicLAvia to the Sea

April 21, 2013

Moving big things p.4

Traffic lights synchronized



Annual Report 2012-2013

**150
Miles**

**Bicycle Plan
pedals forward**

Transit 2.0

New Parking Meters
Coins not required

Walk this way
Streets are for people



CHECK OUT OUR
GROOVY
VIDEO LOGS



FOLLOW US ON *Pinterest*  **You**Tube

VISIT OUR YOUTUBE CHANNEL AND SUBSCRIBE

www.ladot.lacity.org

**GENERAL
MESSAGE** ← **MANAGER**

Los Angeles is turning the corner. Thanks to Measure R – the 2008 voter-approved transportation sales tax – Los Angeles is making unprecedented investments in expanding our busway, light rail, and subway system.

According to the National Transit Database, Metro's Red and Purple lines actually carry more people per hour of operation of any city in the U.S., including New York City.

While Metro is leading the charge on vital mega projects, LADOT is doing our part to transform LA from the car capital of the world to one that can be discovered by transit, two wheels, and on foot.

**We want
a city that
can be
discovered
by transit,
two wheels,
and on foot**

Our efforts this year reflect the priorities set by Mayor Villaraigosa and the City Council as well as the new management team's commitment to make LA a better city.

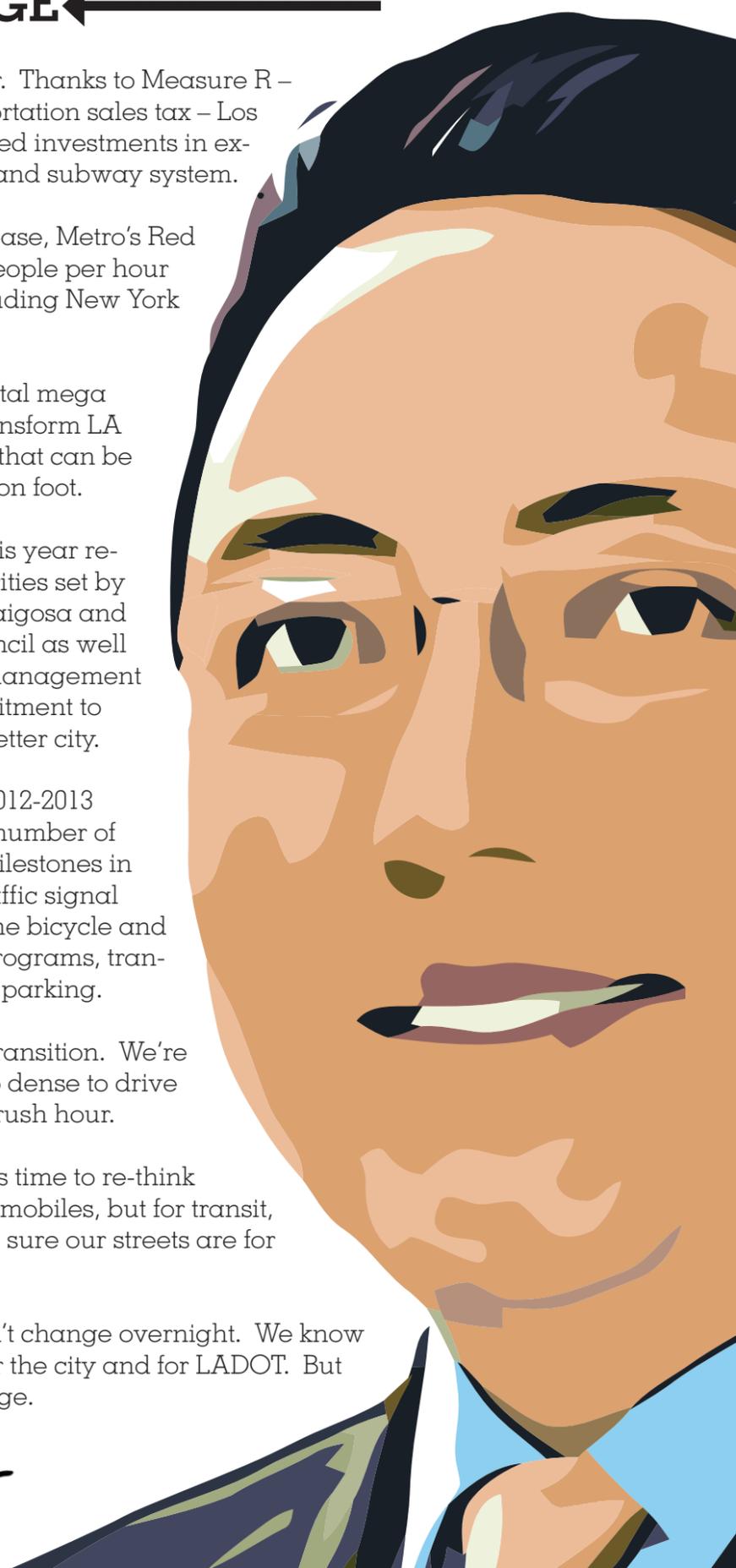
Fiscal year 2012-2013 saw us hit a number of significant milestones in street and traffic signal operations, the bicycle and pedestrian programs, transit, and even parking.

So where is LA going? We're a city in transition. We're already built out and in many ways too dense to drive everywhere quickly, especially during rush hour.

It is time to re-imagine Los Angeles. It is time to re-think how we use our streets, not just for automobiles, but for transit, cycling, and walking. It is time to make sure our streets are for people.

Rome wasn't built in a day and LA won't change overnight. We know there's still more change ahead both for the city and for LADOT. But we're ready to take on this new challenge.

This is the new LADOT.



On Friday, October 12, 2012, the space shuttle Endeavour left Los Angeles International Airport, headed for the California Science Center in Exposition Park. Over the next 59 hours, the shuttle navigated the city streets as LADOT and other city staff secured the route.



**We don't make the event.
We make the event better**

WE RUN THESE STREETS

GIANT BOULDERS TRAVEL CITY streets. The busiest freeway in America is shut down. When big stuff happens in the City of Los Angeles, LADOT is at the center of it all.

The chemical company BASF has a slogan: "We don't make a lot of the products you buy. We make a lot of the products you buy better." At LADOT, our motto could be, "We don't make the event. We make your event better."

Our engineers, traffic officers, and field crews work together as part of our special traffic operations team. Whether it's a special event, major construction project, or Presidential visit, our team is committed to keeping traffic flowing safely.

LADOT works with event sponsors and other public agencies to develop plans to minimize the disruption to traffic. Then we execute those plans, frequently in partnership with the Los Angeles Police Department and the Department of Public Works, to re-time traffic signals, temporarily limit street parking, take down traffic signals, and detour traffic.



WE WANT TO RIDE
OUR BICYCLES

Sometimes it's not just about playing by the rules, but changing the rules...

OVER THE PAST TWO YEARS Los Angeles has jumped in with both feet and made a commitment to make our metropolis a truly bicycle friendly city. There's still much more to be done, but we've come a long way baby.

It may be shocking, but check out the recognition we're receiving from the bicycle community. For the first time ever, the League of American Bicyclists gave Los Angeles the bronze level bicycle friendly community award. And there's a lot of progress to back up that honor.

LADOT is a proud partner working with CicLAvia to open the city's streets to cyclists (and pedestrians) three times in fiscal year 2012-2013. We're committed to collaborate with CicLAvia to expand the number and location of events in the future.

150 miles

WE WANT TO RIDE OUR BICYCLES

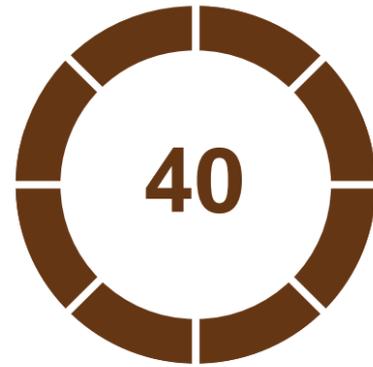
Years



Prior Administrations
Fiscal Year 1974-2005



Villaraigosa
Fiscal Year 2006-2013



Current
FY 2013



Bike Lane Miles

FY 74-05 **4.4**

Villaraigosa



18.5



Data through April 28, 2013



Bike Lane Miles per Year

FY 74-05 **4.4**

Villaraigosa



18.5



Villaraigosa Post-Bike Plan

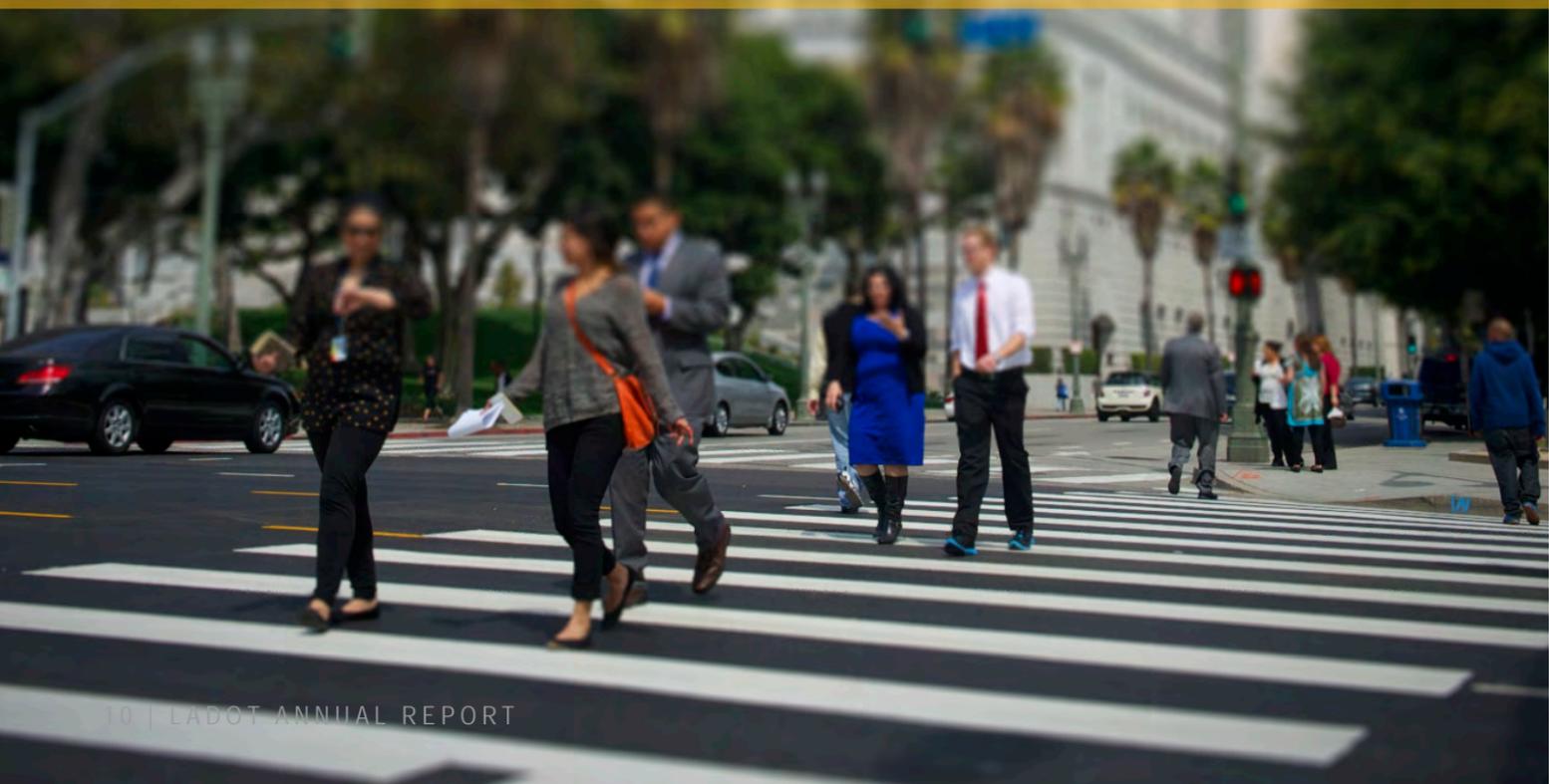


WE INSTALLED 63 MILES of new bike lanes bringing our two-year total to 120 miles and our eight-year total to 150 miles. This accelerated schedule means we've now doubled the number of bike lane miles under the Villaraigosa administration versus the prior 32 years. These last two years saw an eleven-fold increase in bike lane deployment compared to 1974-2005.

IRONICALLY SOME BIKE LANES required the lengthy preparation of an environmental impact report under the California Environmental Quality Act (CEQA). So we worked with Mayor Villaraigosa, Metro, and Assembly member Cameron Smythe to get AB 2245 passed in the Legislature and signed by Governor Jerry Brown. This new bill exempts bike lanes from CEQA so long as cities conduct traffic studies and hold public hearings. Sometimes it's not just about playing by the rules, but changing the rules to make LA a better city.

HERE'S A DIRTY LITTLE SECRET: JUST ABOUT EVERYBODY WALKS IN LA.

People do



THIS MEANS OUR STREETS NEED TO BE SAFE for all our constituents, from the youngest to the oldest, whether you travel by two feet or use a wheel chair. In short, streets are for people.

THIS WAS A MILESTONE YEAR for Los Angeles. The City Council and Mayor approved new positions in LADOT to focus exclusively on pedestrian issues. We are pleased that pedestrian coordinator Margot Ocañas and assistant pedestrian coordinator Valerie Watson joined our team this year.

WE ALSO INSTITUTED a new, higher visibility continental crosswalk standard with a setback limit line. As part of this effort, we focused on upgrading the 50 intersections with the most accidents and installed the continental design on street resurfacing projects.

REPURPOSING PARTS OF CITY STREETS as neighborhood open space was another focus this year. We installed four “parklets” in downtown LA, El Sereno,

walk in LA

LADOT MADE A MAJOR PUSH to complete the design and installation of new traffic signals at over 20 intersections. These were part of a backlog dating back to 2006-2011 meant to address pedestrian safety issues.

and Highland Park. We built temporary decking flush with the sidewalk into curbside parking spaces. Then we decked out the new spaces with planters, seating areas, and exercise equipment.

Streets are for people

2

0



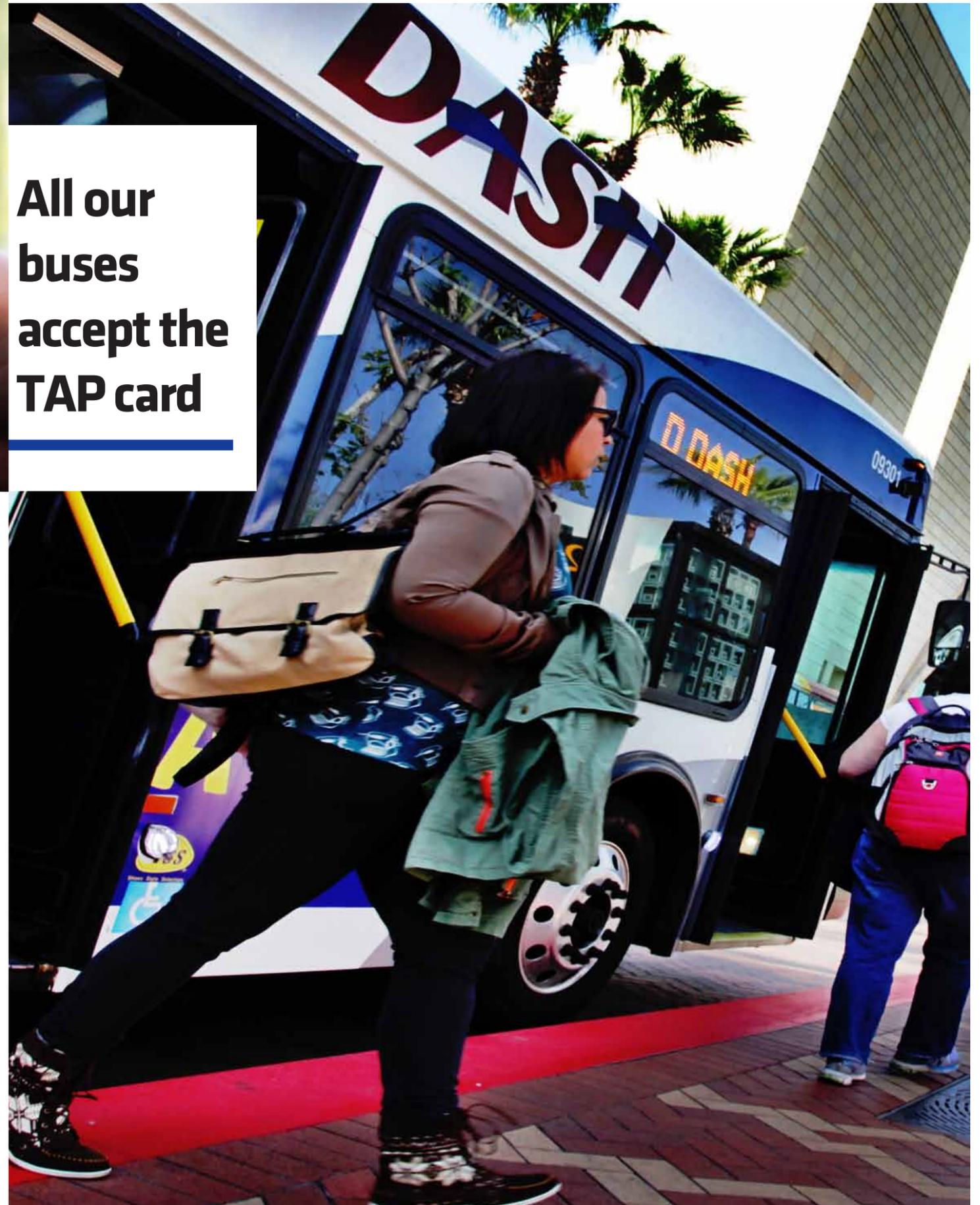
1

3

TAKING IT TO THE STREETS

TRANSIT 2.0

The next evolution



All our buses accept the TAP card

Everyone knows Metro is the big dog, running the largest bus system in Los Angeles County along with light rail and the subway. But you may be surprised to know that LADOT

operates the second largest bus service in the county. This year we've essentially re-booted our flagship DASH service as well as Commuter Express.

Our goal is to improve connectivity to regional service providers like Metro and Metrolink and offer attractive transit alternatives that fill certain niches. Our DASH service is a convenient local circulator that serves neighborhoods throughout the city, including downtown. And our Commuter Express lines provide faster, direct service over long distances.

Every day we carry over 82,000 passengers and transport 25 million people annually. And we're doing it in style, with a focus on the customer and the environment.

This year we finished converting our entire 103-vehicle Commuter Express fleet to cleaner compressed natural gas (CNG) technology. Our new buses are fully compliant with the Americans with Disabilities Act (ADA) and our Commuter Express buses feature triple bike racks. We even re-booted our bus service, changing routes to make sure our DASH lines connect directly to the Exposition Line and the Gold Line in east LA.

To make the regional transit system more seamless, all our buses accept the transit access pass (TAP) card, meaning customers can leave the cash at home and not worry about carrying multiple passes. We even introduced four brand new TAP card designs, launching a new era of designer transit passes.



When people think about Los Angeles, a common question is, “Where can I park?” We have a couple of answers to that and we’re doing even more to make neighborhoods better and support regional goals.

Sometimes it seems you just have to drive. From modern parking meters to customer information systems, we’re working to make parking as painless as possible.

We upgraded and replaced almost 40,000 parking meters in LA. Now

you can leave your coins at home and conveniently pay by credit card. Of course, our solar powered meters still accept coins if you prefer. We now have exceptional reliability and maintenance technicians receive a text if a meter is broken or malfunctioning so that repairs are made immediately.

We’re also operating the innovative Express Park demonstration project in downtown Los Angeles. Using parking occupancy sensors, we’re able to provide

real-time information about the availability of curbside parking block by block on your smart phone. Customers can pay by credit card or by phone. If your time is about to run out, you even get a text reminder and you can add time through your cell phone.

In addition, LADOT is authorized to change meter rates, increasing them when demand is high and lowering them when demand is low. We’ve actually seen a 11% increase in utilization, an average 11% decrease in rates, and even a slight 2% revenue bump.

LADOT also opened a new public parking garage on Vine Street in Hollywood. Located at Selma Street this facility provides 457 new parking spaces to serve the merchants and neighbors in the area. It’s open 24 hours a day, seven days a week.

On a daily basis we’re helping neighborhoods reconfigure their streets to better meet their needs. One example is Leimert Park. We converted curbside parking on historic Leimert Boulevard between Martin Luther King Boulevard and 43rd Place to diagonal parking, adding over 100 new spaces.



**A
R
K
I
N
G**

in LA

LA IN SYNC

GET THE BALANCE RIGHT

IN 1984, LADOT SYNCHRONIZED THE TRAFFIC LIGHTS around the Coliseum to ease congestion predicted to come with the XXIII Olympiad. This year, we connected the last traffic signal in LA to our traffic management center.

THE FINAL PUSH in 2005-2013 was unfunded until Mayor Villaraigosa secured \$150 million in state Proposition 1B money to complete our system. We are now able to monitor traffic signals and change timing remotely for any of our 4,398 signalized intersections. Major corridors adapt the signal timing in real time by computer algorithm to respond to changing traffic conditions.

ACROSS THE CITY OUR ADVANCED TRAFFIC LIGHTS IMPROVE TRAVEL SPEEDS by an average of 16% and reduce delay by an average of 12%. An independent assessment by the Texas A&M Transportation Institute (TTI) validated our system, also estimating a 3-4% reduction in fuel consumption and vehicular emissions.

BUT OUR SYSTEM IS ABOUT MORE THAN JUST TRAFFIC. It's also about public safety. During special events such as football games and music concerts, when thousands of fans are leaving a venue at the same time, we are able to re-time traffic signals and give extended green time to motorists as requested by our traffic engineers or the Los Angeles Police Department.

OUR SYSTEM ALSO IS INTEGRAL TO METRO'S LIGHT RAIL AND BUSWAY SYSTEMS. We are able to prioritize and even preempt traffic signals to let trains and buses safely cross city streets while still efficiently managing traffic flow. This same system also helps Metro's rapid bus lines move faster, cutting travel time for passengers.

NEXT YEAR we'll begin upgrading the system and adding more functionality to make the system smarter, more efficient, and safer.

Our signal system increases speeds by 16%





Be aware.
Move with care.

Commemorating 10 years of service



LADOT Executive Team

Bruce Gillman
Communications

Detrich Allen
Parking Management
& Regulations

Jaime de la Vega
General Manager

Zaki Mustafa
Project Delivery

Brian Hale
Parking Enforcement
& Traffic Control

James Lefton
Transit Services

Gregory Savelli
Parking Enforcement
& Traffic Control

Robert Andalon
Administration

Selwyn Hollins
Operations



City of Los Angeles



Mayor
Antonio R. Villaraigosa

City Attorney
Carmen A. Trutanich

City Controller
Wendy J. Greuel



Public art display
on traffic signal cabinet

Produced by:
LADOT Communications Office

Graphic design and layout:
Luz Echavarria

Photos by:
Gary Leonard
Medgar Parrish
Debra Simmons
Ty Washington

2013 Annual Report available at:
<http://ladot.lacity.org/pdf/PDF316.pdf>

PICK YOUR CARD

MATCH YOUR STYLE



Available at ladottransit.com
or call LADOT Transit Store at
(213, 310, 323 or 818) 808-2273

