

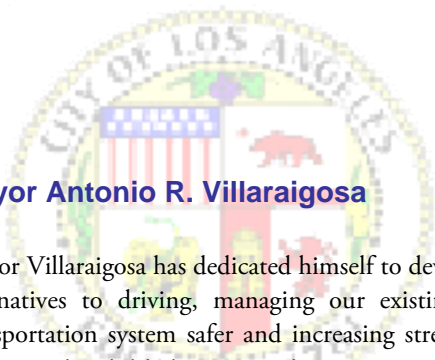
The City of Los Angeles Transportation Profile



The City of Los Angeles Transportation Profile 2009

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Mayor Antonio R. Villaraigosa

Mayor Villaraigosa has dedicated himself to developing viable and convenient alternatives to driving, managing our existing road system, making our transportation system safer and increasing street and freeway capacity. His transportation initiatives are to increase convenience, reliability, safety, and speed of Los Angeles' transportation system and change how Los Angeles looks and how people move throughout the City.

To do this, Mayor Villaraigosa has relentlessly pursued state and federal transit funds, and continues to fight for Los Angeles' fair share, so that we can have a first-class bus system and a true regional rail transit network.

In order to reduce our reliance and dependence on driving, Mayor Villaraigosa is working to transform Los Angeles into a city with 60 new transit-oriented development areas alongside subway lines. These developments combine dense housing, walkable streets and mixed-used developments near transit options. It is the Mayor's hope that addition of these new developments will reduce our reliance and dependence on the single passenger vehicles and will help Los Angeles become a cleaner and greener city.

After all, Los Angeles is on track to become the cleanest and greenest big city in America. More than half of all city vehicles are hybrid vehicles or run on alternative fuels. The Los Angeles River is being restored and air pollution for the Port of Los Angeles is being reduced by 45%.

The mission of the City of Los Angeles Department of Transportation (LADOT) is to provide for safe and optimal mobility of people and goods throughout the City of Los Angeles in support of economic activity and a desirable quality of life. The City of Los Angeles is a dynamic city of the 21st Century and Mayor Villaraigosa is working with Rita L. Robinson and the Department of Transportation to ensure that it is a vibrant city with enhanced mobility.

Commissions

The Los Angeles Department of Transportation works with two Commissions: the Transportation Commission and Taxicab Commission. Members of the Commissions serve as advisors to the General Manager of the Department of Transportation and are appointed by the Mayor. LADOT asks the Commissions to gather inputs on transportation-related issues. The Commissions' findings help the Department of Transportation connect with key transportation stakeholders in the City.

The Board of Transportation Commissioners establishes regulations that govern the operation of utilities, makes recommendations regarding the public utility franchises and permits granted by the City and is responsible for managing the Special Parking Revenue Fund. The Board also must approve all Department-initiated amendments to the Municipal Code. The Board generally serves in an advisory capacity to the General Manager.

The Board of Taxicab Commissioners has the authority to determine the proper services to be furnished and the rates to be charged; to prescribe rules/regulations and to investigate complaints regarding the services provided and rates charged; to verify compliance with franchise terms and conditions, ordinances and laws; to establish quality of service standards; to provide performance evaluations; and to make recommendations to the City Council on the granting of taxicab franchise applications and the setting of taxi meter rates of fare.



Rita L. Robinson, General Manager

The City of Los Angeles is the international gateway for people and goods moving between and to North America, the Asian Pacific Rim and Europe. It provides the entry for the land bridge between Asia and Europe and the free trade zones between the United States and Canada and the United States and Mexico. It is an acknowledged critical linchpin for the global logistics for movements within the global economy. Los Angeles would be considered the 7th largest nation in the world based on Gross Domestic Product and one of two projected mega cities in North America in the 21st Century. The small mission outpost of the 19th Century is today, a worldwide powerhouse.



Rita L. Robinson, General Manager

In the 21st century, the City of Los Angeles continues to experience rapid growth in jobs, population, economic activity, business travel and tourism. This growth in population brings economic benefits to the City but also expands demands for moving people and goods. The City is part of a complex, multi-participant transportation system and transportation-related decisions made and implemented here affect not only City residents, employers, employees and visitors, but also have national and international implications.

The Los Angeles Department of Transportation

The Department of Transportation (LADOT) is comprised of nearly 2,200 employees (engineers, planners, parking enforcement and traffic control officers, school crossing guards and support staff) organized into four Offices, which oversee 14 Bureaus and 25 field locations.

LADOT operates three public transit systems—Commuter Express, DASH and City Ride.

We are also responsible for all traffic operations in the City, including:

- 4,300 signalized intersections
- 6,499.5 miles of streets
- Tens of thousands of traffic control devices
- Operation of the most advanced city-based traffic control center: ATSAC
- Striping all streets and painting all curbs
- Installation and maintenance of a transit priority system for regional transit operator
- Regulation of the taxi, medical transport and pipeline industries
- Preparation and administration of federal and state grants and funds
- Ownership and operation of City parking lots and garages
- Handling of parking enforcement
- Providing traffic control for daily travel and special events
- Designing and promoting bicycle facilities and bicycle safety
- Improving public safety with the regional traffic safety education campaign known as “Watch the Road”
- Planning for the City’s transportation system by reviewing proposed developments
- Preparing neighborhood-based traffic and transportation plans
- Providing technical resources for the City’s representatives on regional transportation activities

LADOT delivers safe, reliable and accessible surface transportation services. These services enhance the quality of life and the movement of people, vehicles, bicyclists and goods in the City of Los Angeles.

We are a recognized leader in the delivery of exceptional transportation services to our customers through continuous improvement, innovation and teamwork. As we move into the future, that innovation and teamwork will help us continue to improve the quality of life in our City of Los Angeles.

Transportation Infrastructure

Funding

Adopted 2006-07 DOT Budget: \$143,713,078
Actual 2007-08 DOT Budget: \$140,913,546

Sources of Funds, City of L.A., Office of the Mayor FY Budget 07-08

Source	Total
General Fund:	\$110,798,583
Traffic Safety Fund (Sch. 4):	\$7,478,290
Special Gas Tax Street Improvement Fund (Sch. 5):	\$4,473,539
Mobile Source Air Poll. Reduction Fund (Sch. 10):	\$507,601
Special Parking Revenue Fund (Sch. 11):	
Sewer Capital (Sch. 14):	\$90,033
Prop. A Local Transit Fund: (Sch. 26):	\$5,998,346
Prop. C Anti-Gridlock Transit Fund (Sch. 27):	\$10,327,637
Coastal Transportation Corridor Fund (Sch. 29):	\$294,225
West L.A. Transportation Improvement and Mitigation (Sch. 29):	\$87,778
Ventura/Cahuenga Corridor Plan (Sch. 29):	\$749,956
Warner Center Transportation Develop. (Sch. 29):	\$90,529
Local Transportation Fund (Sch. 34):	\$17,426



Background: The City and County of Los Angeles

The County of Los Angeles covers 4,079 square miles and includes 88 incorporated cities. The central city is Los Angeles. According to the U.S. Census Bureau, the estimated 2005 population of Los Angeles County is 9,758,886.

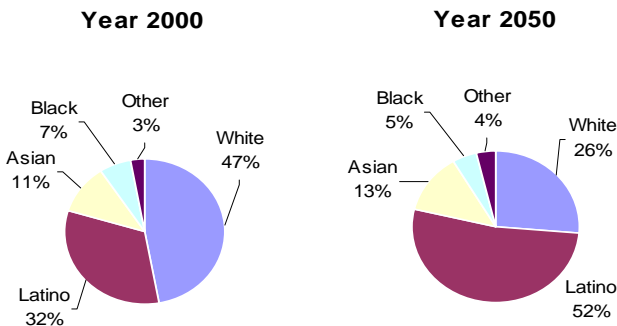
The City of Los Angeles covers 470 square miles and has a population of approximately 3.7 million. It is the second largest city in the United States by population and the city with the fifth largest population growth in 2000. The 3.7 million residents living in the City of Los Angeles have created a mosaic of diverse communities where numerous languages are commonly spoken. The City's topography is just as diverse, with hillside, valley and beach neighborhoods as well as highly urbanized and quasi-rural neighborhoods.



The faces of California's changing future

The Changing Face of California

New projections from the State Department of Finance show that Latinos will be the majority in California by the year 2050.



Population Increases

County	In millions		
	2000	2050	%
Riverside	1.6	4.7	203
Imperial	0.14	0.39	170
San Bernadino	1.8	3.7	113
Ventura	0.76	1.2	62
San Diego	2.8	4.6	59
Orange	2.9	4	39
Los Angeles	9.6	13.1	36
California	34.1	59.5	74

Note: Ranked by percent of rate growth. Percents based on unrounded numbers

Source: California Dept. of Finance

Los Angeles World Airports (LAWA)



Photo: Courtesy of LAWA

Los Angeles owns and operates Los Angeles World Airports, a system of four different airports: Los Angeles International (LAX), Ontario (ONT), Van Nuys (VNY) and Palmdale Regional (PMD).

Los Angeles International (LAX)

Los Angeles International is ranked fifth in the world for the number of passengers and seventh for the tonnage of cargo handled. In 2003, 55 million passengers used LAX (14.6 million international; 40.3 million domestic) and there were 622,378 operations (takeoffs and landings).

There are approximately 1,000 cargo flights daily at LAX, handled in the 98-acre Century Cargo Complex, the 57.4-acre Imperial Complex, the Imperial Cargo Center and a number of terminals on the south side of the airport. In 2003, there were more than 2 million tons of freight and mail shipped.

Ontario International (ONT)

Ontario International is a medium-hub, full-service airport located 35 miles east of Downtown Los Angeles and less than 50 miles from both Los Angeles and Long Beach Harbors. Seven million passengers used the airport and 602,326 tons of air freight was shipped in 2006.

Van Nuys (VNY)

Van Nuys is located in the San Fernando Valley and is the world's busiest general aviation airport, with nearly 500,000 non-commercial takeoffs and landings annually.

Van Nuys reduces congestion and delays at the other airports by providing a place for general aviation, which encompasses all flying other than scheduled air carrier service or the military.

Palmdale Regional (PMD)

Palmdale is located in the Antelope Valley, 60 miles away from Downtown Los Angeles. It shares an airfield with the United States Air Force.

In June of 2007, Palmdale opened up to commercial flights for the first time. Palmdale's terminal is capable of handling up to 300,000 passengers annually. The United Airlines flights operating there go to and from San Francisco.



*Palmdale Terminal Remodel
Photo: Jay Berkowitz, LAWA.*

The Port of Los Angeles

The Port of Los Angeles is located 20 miles south of Downtown Los Angeles in San Pedro Bay.

The Port is a department of the City of Los Angeles, often referred to as the Los Angeles Harbor Department. It is a proprietary Department, meaning the Port is not supported by taxes. Revenue is derived from fees for shipping services such as dockage, wharfage, pilotage, property royalties and other port services.

The Port consists of 7,500 acres, 43 miles of waterfront and features 27 cargo terminals, including dry and liquid bulk, container, breakbulk, automobile and omni facilities. These terminals handle almost 190 million metric revenue tons of cargo annually.

The Port is also home to the nation's most secure cruise passenger complex, the World Cruise Center.

The Port of Los Angeles receives more than 42% of total U.S. waterborne containerized imports, and 70% of imports come from Asia. Since 1999, container cargo passing through the Port of Los Angeles has doubled, and since 1995, it has tripled.



Photo: Courtesy of LAHD

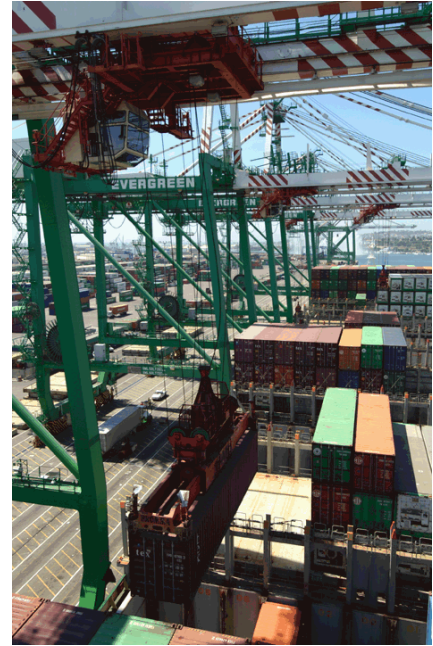


Photo: Courtesy of LAHD

Goods Movement: Existing Conditions and Constraints

Los Angeles is the primary goods movement gateway for the country. The Los Angeles Customs District includes the ports of Los Angeles, Long Beach, Port Hueneme and Los Angeles International Airports.

Manufacturing Activity and the Retail Market

L.A. County has the country's largest manufacturing base, with nearly 500,000 manufacturing workers employed in 2005. It also has one of the country's largest retail markets, with \$140 billion in taxable retail sales in 2002.

Many of the manufacturing districts are located in or near Downtown Los Angeles. According to the U.S. Census American Community Survey for 2005, the City of Los Angeles employs approximately 183,443 manufacturing workers.

LADOT's Goods Movement Improvement Program

In the last 12 years, LADOT has used innovative technology and practices to identify and correct truck movement problems on the City's surface streets. This program has produced three citywide studies that identified over 75 truck movement problem locations and played a vital role in securing funding and implementing internal measures to address truck movement problems.

Waterborne and Airborne Cargo: The Port of Los Angeles and Los Angeles World Airports

The Port of Los Angeles in San Pedro Bay handles approximately 40,000 container units daily and is home to the highest-volume container ports complex in the nation and the fifth largest in the world.

In 2005, it handled 14.2 million container units, a full one-third of all U.S. waterborne container traffic. Most of these container units are still drayed by truck to off-port intermodal facilities and regional distribution centers.

Los Angeles International Airport handles most of Southern California's air cargo. In 2003, there were more than 2 million tons of freight and mail shipped. The LAX Master Plan projects an increase of up to 3.1 million annual tons of air cargo by 2015.

Ontario International Airport (ONT) is part of a rapidly developing freight movement system including the airport, two railroads, four major freeways (the 10, the 15, the 60 and the 210 freeways), and an expanding network of freight forwarders. Some of the major U.S. air freight carriers that service ONT include Airborne Express, Ameriflight, Arrow Air, Centurian Airlines, DHL, Empire Airways, Evergreen Aviation, Express Net, Federal Express, Gulf and Caribbean Cargo, IFL Group, Kalitta Air, United Parcel Service and West Air.

This air cargo eventually moves onto tractor-trailer or short-haul delivery trucks for transport on streets and freeways.

Rail

Los Angeles County operates as a major rail hub. The region is linked to the national rail network by main lines operated by Union Pacific (UP) and Burlington Northern Santa Fe (BNSF). UP has four terminals, with one located near the ports and the other located in Los Angeles. BNSF operates three terminals, with one located in the City of Los Angeles.

In 2002, the Alameda Corridor opened, providing a 20-mile, grade-separated freight rail link between rail yards near Downtown Los Angeles and inland, and the San Pedro Bay ports. However, waterborne cargo destined for markets within a 500-mile radius of the ports still moves largely by truck, although the ports have extensive on-dock rail facilities.

Trucks

Trucks move in a time-sensitive environment between ports, airports, intermodal rail yards, truck terminals, distribution centers, warehouses, factories, businesses and stores. Trucks travel on surface streets for some of their journey—surface streets that fall under LADOT jurisdiction.

The Goods Movement Improvement Program’s three studies identified some of the heaviest traveled truck routes within the City of Los Angeles. The three study areas were:

Phase I Study Area (October 1999):	Central City East and the Port of Los Angeles, linked by the Alameda Corridor
Phase II Study Area (February 2002):	Northeast Los Angeles and the San Fernando Valley
Phase III Study Area (January 2006):	Hollywood, Mid-City, South Los Angeles, West Los Angeles, LAX, and the Port of Los Angeles

The study considered any route with more than 3% trucks during peak hours as a truck route. Within Central City East, some streets carried as much as 15% trucks during peak hours.

Phase I: Central City East Study Area	
Street	Percentage of Trucks During Peak Hours
Santa Fe (Between Washington and 7th)	15%
Olympic (Between Soto and Santa Fe)	13%
Central (Between Washington and Olympic)	9%

In northeast Los Angeles and the San Fernando Valley, there was significantly less truck activity, barring a slight increase near the Van Nuys Airport.

Phase II: West Fernando Valley Study Area	
Street	Percentage of Trucks During Peak Hours
Nordhoff (Between Balboa and Reseda)	3%
De Soto (Between Roscoe and the 118 Freeway)	4%
Sepulveda (Between Roscoe and Sherman)	4%

Phase III focused on an area around Los Angeles International Airport.

Phase III: LAX Study Area	
Street	Percentage of Trucks During Peak Hours
Century (Between Jefferson and Airport)	11%
Imperial (Between Aviation and La Cienega)	7%
La Cienega (Between Imperial and Century)	8%

Streets Inventory and Freeway System

How many miles of street are there in the City of Los Angeles?

There are approximately 6,499.5 miles of dedicated public streets in an area of approximately 470 square miles. There are 181 miles of freeway.

Los Angeles County has approximately 527 miles of freeway. There are just over 470 HOV lane miles in Los Angeles County, more than 1/3 of the total number in the State of California.

How many traffic signals are there in the City of Los Angeles?

There are 4,300 signalized intersections and 1,800 signalized approaches with left-turn arrows.

How many intersections are there in the City of Los Angeles?

There are 40,000 intersections in the City of Los Angeles.

How many crosswalks are there in the City of Los Angeles?

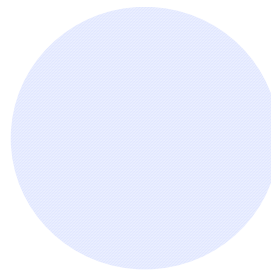
There are 22,000 marked crosswalks in the City of Los Angeles.



How many miles of curb marking are there in the City of Los Angeles?

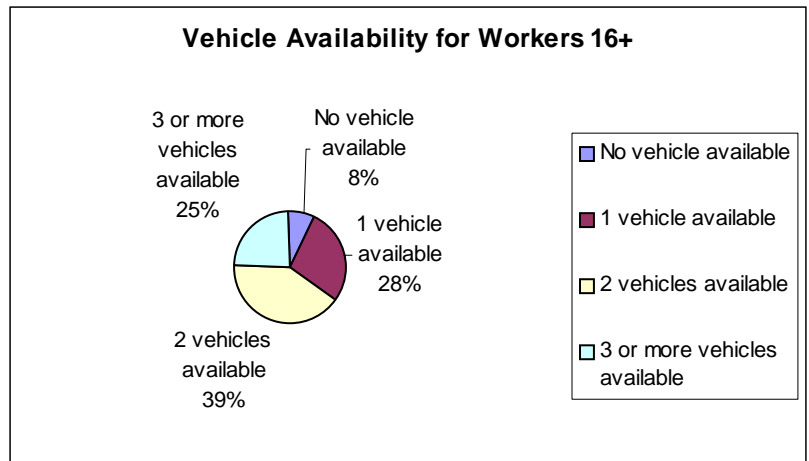
There are 1,200 miles of red, yellow, white, green and blue curb markings in the City of Los Angeles. Most of that is red curb marking.

Los Angeles County Freeway System			
Freeway Number	Freeway Name	Freeway Number	Freeway Name
2	Glendale	5	Golden State/Santa Ana
10	Santa Monica/San Bernardino	14	Antelope Valley
22	Garden Grove	30	Foothill
57	Orange	60	Pomona
71	Corona Expwy	90	Marina
91	Riverside/Artesia	101	Ventura/Hollywood
105	Glen Anderson	110	Pasadena/Harbor
118	Simi Valley/San Fernando Valley	134	Ventura
170	Hollywood	210	Foothill
405	San Diego	605	San Gabriel River
710	Long Beach		



Automobile Availability and Mode Share in the City of Los Angeles

According to 2005 U.S. Census data, there are approximately 1,662,238 workers over the age of 16 in the City of Los Angeles. Of these 1,662,238 workers, all but 7.8% live in households where at least one car is available. 25.2% live in households where there are 3 or more cars available.



*U.S. Census, American Community Survey 2005
*Total Workers Age 16+ = 1,662,238, +/-28,414

How many cars are there in Los Angeles?

According to the California Department of Motor Vehicles (DMV), there were 6,675,888 automobiles, commercial vehicles and motorcycles registered in the County of Los Angeles as of January 1, 2007. There were 5,484,606 automobiles, 123,669 motorcycles and 1,068,213 commercial vehicles.

In the City of Los Angeles, there are a total number of 2,499,764 registered vehicles. Of that, 1,977,803 are automobiles.



Commuting

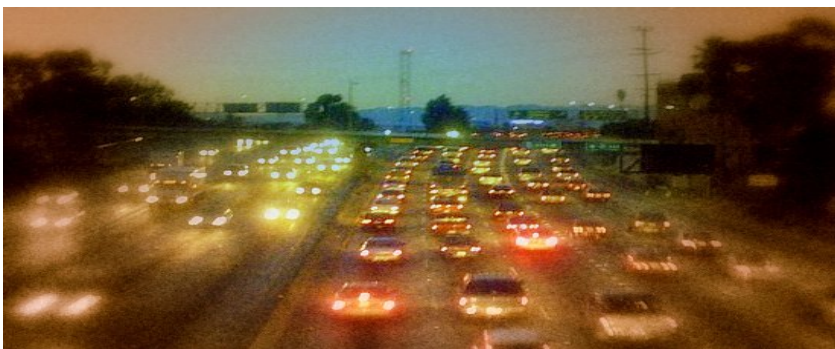
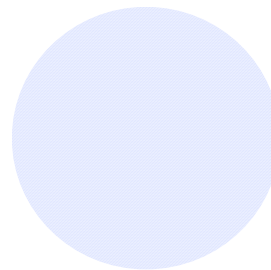
According to the 2005 U.S. Census data for the City of Los Angeles, 52% of workers over 16 who work outside of the home spend less than half an hour commuting to work; 12% of workers over 16 who work outside the home spend an hour or more commuting to work. The average commute time was 29.6 minutes.

Subject	Total	Male	Female
Workers 16 years and over	1,662,238	954,410	707,828
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	79.50%	81.00%	77.50%
Drove alone	67.80%	68.90%	66.40%
Carpooled	11.70%	12.10%	11.10%
In 2-person carpool	9.00%	9.20%	8.70%
In 3-person carpool	1.70%	1.90%	1.50%
In 4-or-more person carpool	0.90%	1.00%	0.90%
Workers per car, truck, or van	1.37	1.34	1.4
Public transportation (excluding taxicab)	10.30%	9.30%	11.70%
Walked	3.20%	2.90%	3.50%
Bicycle	0.60%	0.90%	0.20%
Taxicab, motorcycle, or other means	1.70%	1.80%	1.50%
Worked at home	4.70%	4.00%	5.70%

*U.S. Census, American Community Survey 2005
 *Total Workers Age 16+ = 1,662,238

Subject	Total	Male	Female
Workers 16 years and over who did not work at home	1,583,856	916,115	667,741
TRAVEL TIME TO WORK			
Less than 10 minutes	7.80%	7.00%	8.90%
10 to 14 minutes	10.40%	10.30%	10.50%
15 to 19 minutes	13.60%	13.30%	14.10%
20 to 24 minutes	14.20%	13.60%	15.20%
25 to 29 minutes	6.10%	5.90%	6.20%
30 to 34 minutes	19.30%	20.70%	17.30%
35 to 44 minutes	7.80%	7.90%	7.70%
45 to 59 minutes	9.20%	9.00%	9.40%
60 or more minutes	11.60%	12.30%	10.70%
Mean travel time to work (minutes)	29.6	30.3	28.6

*U.S. Census, American Community Survey 2005
 *Total Workers Age 16+ and who did not work at home = 1,583,856



Traffic Congestion and Neighborhood Traffic Management Plans

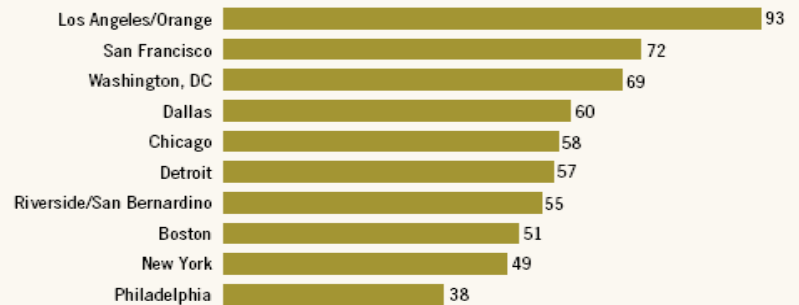
What is the per capita delay due to traffic congestion?

According to the Texas Transportation Institute, in 2003, people traveling on the roadways in Los Angeles/Orange counties experienced a total of 93 hours of delay per person, the highest among the metropolitan areas in the nation.



Signals and red light cameras are part of traffic management.

Annual Hours of Delay per Traveler by Metropolitan Area, 2003



Source: Texas Transportation Institute

Neighborhood Traffic Management Plans

A Neighborhood Traffic Management (NTM) Plan may be developed when a problem of excessive bypass traffic or speeding is documented on a network of local, residential streets. In developing an NTM Plan, a package of traffic management and calming measures are considered so that bypass routes are less attractive to commuters, speeding is reduced and the quality of life is enhanced.

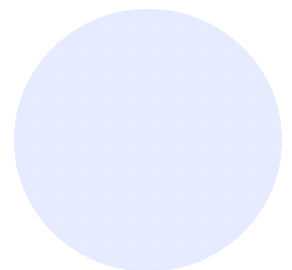
LADOT has implemented 23 Neighborhood Traffic Management plans in Los Angeles neighborhoods from Silver Lake to Encino to Baldwin Hills.

There are currently five projects being implemented, with approved plans, in neighborhoods reaching from Carthay Square to Western Heights.

There are also several other projects, both big and small, in various stages of completion throughout the City.

The variety of projects ranges from the installation of speed humps and stop signs to the construction of landscaped median islands and the timing of signals.

A majority of these projects are funded from LADOT's general fund.



Traffic Collisions

How many resulted in property damage only as compared to fatalities?

According to Traffic Collision Data reported by the Los Angeles Department of Transportation for the City of Los Angeles, in the year 2002, 45% of all traffic collisions resulted in property damage only, compared to 55% that resulted in some kind of injury.

In 2002, throughout the City of Los Angeles, there were 50,317 collisions reported, with a total of 166 fatal injuries resulting from a traffic collision.

How does that compare to property damage/fatality collision rates across the nation?

Data from the National Highway Traffic Safety Administration for the year 2000 shows the cost of traffic collisions in both the State of California, as well as the country as a whole.

Traffic Collisions in U.S. and California — Annual Deaths/Injuries/PDO/Cost

	Deaths	Injuries	P.D.O.* *	Cost
U.S.	43,443	2,699,000	13,487,355	\$231 Billion
California	4,329	292,798	984,577	\$21 Billion

Source:

•The Economic Impact of Motor Vehicle Crashes, 2000. NHTSA (Numbers for California for Injuries and PDO have been interpolated)

**PDO – Property Damage Only

Parking

Citywide inventory of On-and-Off-street parking controls:

- On-street parking meters.....37,709
- Off-street parking meters.....2,703
- Operated parking garage spaces.....5,395
- Operated Off-street lot spaces.....1,723
- Free non-metered off-street spaces.....1,276

Parking Classifications: Residential Parking Zones, Preferential Parking Districts and Park and Pay Stations and Meters

- LADOT manages 112 established Preferential Parking Districts (PPDs), with the majority concentrated in Central Los Angeles
- LADOT recently established 15 Overnight Parking Districts
- There are 38 requests for expansions and/or establishments of new Districts

Clean Air Vehicle Parking

On October 1, 2004, participation in this free metered parking program was extended to four hybrid vehicle models: the Honda Insight, Honda Civic Hybrid, Toyota Prius, and the Ford Escape Hybrid. On June 21, 2006, the Los Angeles City Council voted to extend the program providing free parking at City parking meters for hybrid vehicles.

The Council also directed the City Attorney to prepare an ordinance limiting participation in the free parking program to only those vehicles that have Clean Air Vehicle Decals issued by the California Department of Motor Vehicles. (Free Parking for Zero Emission Vehicles (ZEVs), Super Ultra Low Emission Vehicles (SULEVs) and certain Hybrid Vehicles - Pilot Program)



A parking enforcement officer also guides traffic.



LADOT Transit Facilities and Services

LADOT's transit fleet consists of nearly 400 vehicles that operate over 800,000 revenue hours and serve over 30 million passenger boardings per year. Transit ridership by clients of the Cityride program amounted to approximately 1.5 million trips in FY 05-06, including an estimated 14 million trips utilizing the Metro bus passes, 800,000 utilizing City-franchised taxis and 170,000 utilizing the City-operated Dial-A-Ride services.

DASH: DASH, originally an acronym for Downtown Area Short Hop, started out as a small circulation bus to provide access to the various activity sites in Downtown. DASH buses travel meandering fixed routes and provide access to various activity centers, such as parks, recreation centers, cultural sites, medical facilities and retail areas. The DASH concept has since been expanded to 27 routes that serve various communities throughout the City, including six in Downtown.

Commuter Express: LADOT provides 16 fixed Commuter Express Routes, 11 of which provide service between Downtown and various communities using the freeway. The buses operate during peak commuting hours. In the Downtown area or the major activity center, bus stops are frequent. In the community end, the stops are approximately one-half mile apart.

City Ride: Cityride is a special dial-a-ride and taxicab service for seniors 65 years and older and persons with disabilities. This program enables clients to gain access to senior centers, medical facilities, supermarkets and other sites.

Metrolink Shuttle Bus: Direct service for Metrolink passengers is available to Bunker Hill in the morning and back to Union Station in the afternoon via this special Metrolink shuttle route.

City of Los Angeles Charter Bus Program: LADOT contracts with charter bus operators to provide free bus service to qualified seniors, youth and disabled groups, allowing them to have recreational and educational opportunities at various activity centers.



DASH buses cost a quarter to ride.

LADOT-Operated Transit Centers/Park & Ride

Development of transit centers or hubs is also a primary responsibility of LADOT. These hubs offer enhanced on-street facilities and will increase transit service over the entire region.

LADOT also develops park and ride lots. We currently utilize the Encino Park and Ride in the San Fernando Valley. This facility supports much of LADOT's Commuter Express service, providing parking spaces, bicycle lockers and electric vehicle-recharging stations. LADOT facilities and Metrolink stations are located at:

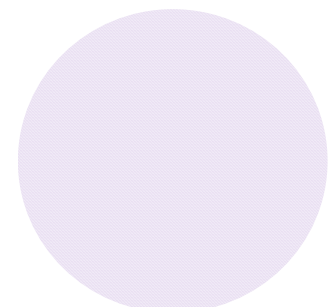


There are 16 Commuter Express routes.

Metrolink Stations: Chatsworth, Cal State University Northridge, Van Nuys, Sylmar/San Fernando, Sun Valley.

Transit Centers: El Sereno, Highland Park, and Warner Center

Park and Ride Lots: Encino





LADOT inspects the taxicabs.

Taxis

Currently, there are 2,300 authorized taxicabs operated by nine companies and regulated in the City. They are:

- ❖ Bell Cab;
- ❖ Beverly Hills Cab;
- ❖ City Cab;
- ❖ Independent Taxi Owner's Association (ITO);
- ❖ LA Checker;
- ❖ United Checker;
- ❖ United Independent Taxi Drivers (UITD);
- ❖ United Taxi of San Fernando Valley (UTSV); and
- ❖ Yellow Cab

The Los Angeles Department of Transportation mandates that all taxicabs use meters to determine a ride's cost. The City establishes meter rates, including a flat rate between the Los Angeles International Airport and Downtown.



Other Transit Services: Metro and Municipal Bus Services

Local Transit Service and Facilities: Bus, Transitways

Bus: The regional public transit service in Los Angeles County is the Metropolitan Transit Authority, more commonly known as Metro. On an average weekday, Metro operates 2,000 peak-hour buses throughout Los Angeles County. Metro also funds 16 municipal bus operators.



Foothill Transit is a municipal bus operator that also serves Downtown Los Angeles.



Metro Rapid Buses are intended to speed up the commute by limiting stops.

FlyAway: FlyAway is a shuttle bus that runs between Union Station and LAX, Westwood and LAX, and Van Nuys and LAX. Shuttles run non-stop every half-hour.

Regional High Capacity Transit Service: Light Rail, Regional Express Bus, and Metrolink

Light Rail (Metro Rail): Metro operates 73.1 miles of Metro Rail service.

The Metro Rail system is made up of the Metro Red and Purple Line subway system, the Metro Blue Line, the Metro Green Line, and the Metro Gold Line. It serves 62 rail stations from Long Beach to Downtown Los Angeles to Hollywood, Universal City and North Hollywood in the San Fernando Valley, from Downtown Los Angeles to Pasadena and from Norwalk to El Segundo.

Regional Express Bus (Metro Rapid): Metro Rapid is a limited-stop express bus. Red Metro Rapid buses are tied to the ATISAC system; buses are equipped with transponders that communicate with traffic signals, causing them to be favored by lights.

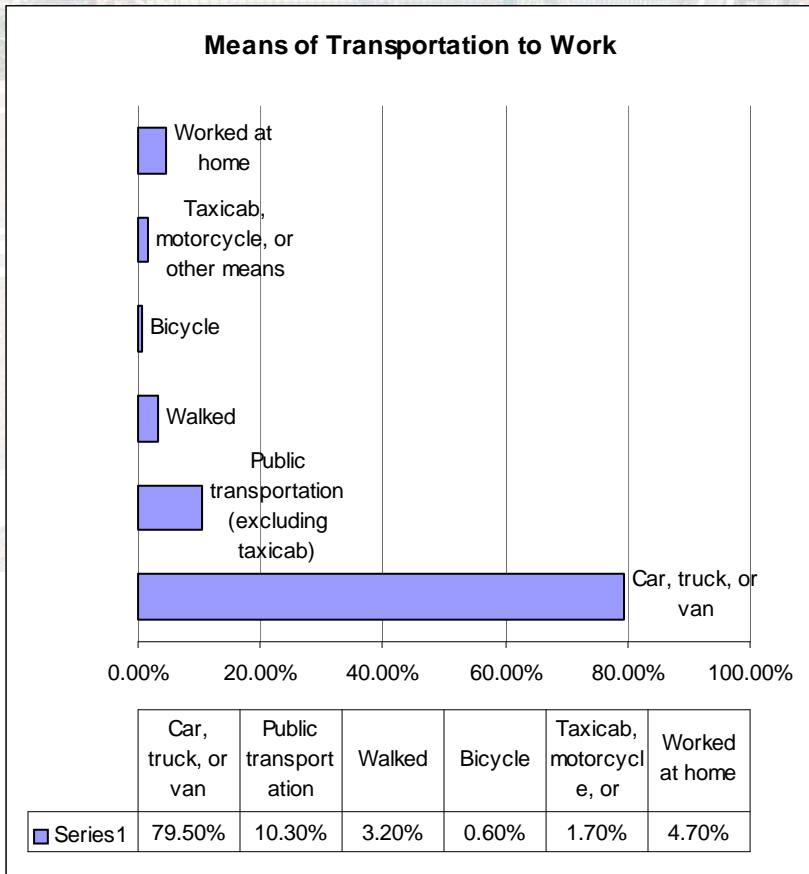
Metrolink: Metrolink is a commuter rail service that connects the Southern California Region, including Los Angeles, Orange, Ventura, San Bernardino and Riverside Counties. Metrolink has seven lines, 54 stations and services 40,000 passengers annually, on average.



Union Station is the center of much of the rail activity in the City of Los Angeles.



Pedestrians and Bicyclists



How many people ride their bicycles to work?

According to the 2005 U.S. Census data, there are approximately 1,662,238 workers over the age of 16 in the City of Los Angeles. Out of these workers, 7.8% live in households where there are no cars.

3.2% of these 1,662,238 workers commute to work by walking and .6% commute by bicycle.



There are more than 130 miles of bike lanes in the City of Los Angeles.

*U.S. Census, American Community Survey 2005
 *Total Workers Age 16+ = 1,662,238, +/-28,414

How many miles of bikeways are there?

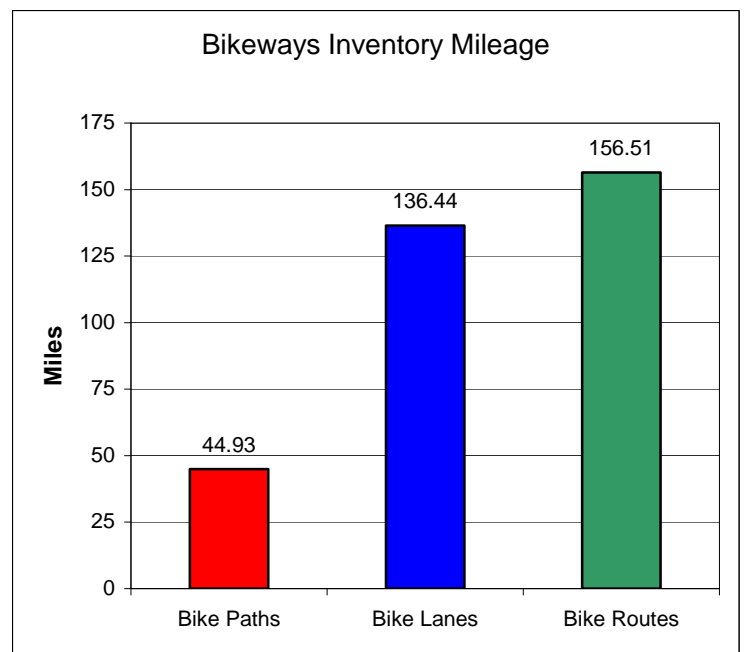
Bikeways include bicycle paths, bicycle lanes and bicycle routes. Bicycle lanes are installed in Los Angeles along feasible street locations to serve commuters, students and bicycle enthusiasts.

Los Angeles bikeway examples include those along Venice Boulevard, Hoover Street, Westwood Boulevard, De Soto Avenue, and Rinaldi Street. To date, there are more than 130 miles of bicycle lanes in the network.

Bicycle pathways are built specifically for bicyclists and do not allow automobile traffic. Bicycle pathways can be found along Venice Beach, Sepulveda Basin, Culver Boulevard and the Los Angeles River.

Over 2,900 bicycle racks have been installed along City streets and at transit stations throughout Los Angeles.

Work on Santa Monica Boulevard was recently completed and plans are underway to extend the Los Angeles River Bike Path and to construct a new path in conjunction with the North Hollywood-to-Warner Center Busway Project.



Development Review

What is “development review?”

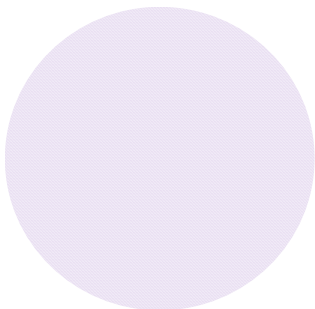
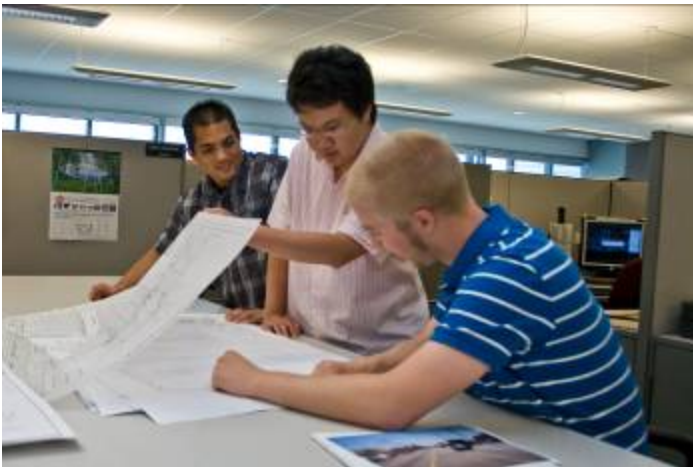
Consistent with adopted City policy and environmental laws, the Los Angeles Department of Transportation reviews land development projects. These projects are reviewed in the context of:

- Economic development
- Balanced growth
- Current levels of traffic congestion
- Preservation of neighborhood livability

All projects are reviewed with respect to project size, location and safety of proposed driveways and conditions for approval. Conditions for approval may include off-site traffic improvements, such as new traffic signals or street widening along the project frontage.

How many development reviews are there per year?

On average, there are approximately 100 traffic study reviews, 500 building permit sign-offs and 300 driveway permit sign-offs per year.



Next Steps

Los Angeles continues to experience substantial growth in jobs, population, economic activity, business travel and tourism. While its rise as the international gateway for the movement of people and goods has many benefits, it also renders the task of efficiently moving people and goods far more challenging. Los Angeles is a part of a complex, multiple component transportation system; there is no single solution to our mobility challenges. As a recognized leader in the delivery of exceptional transportation services through continuous improvement, innovation and teamwork, LADOT looks forward to meeting these challenges, given adequate resources.

LADOT will continue to provide innovation and teamwork to support the growth of our City by working with our partners at Metro and Caltrans. In addition, we are forming strong alliances with the Planning Department and other members of the City family to leverage our resources, solutions and public outreach. Finally, following the leadership of our Mayor and City Council, we must include the community in the discussion of any solutions and proposals.

The Department will be reviewing capital improvement projects and existing programs to ensure that they reflect the citywide transportation vision articulated in the City's General Plan Transportation Element, while also developing a Transportation Strategic Plan: a functional action plan to strategically implement, manage and monitor the City's transportation projects and programs aimed at the achievement of that vision during the period 2009 to 2030.

The Strategic Plan, to be released in May 2009, will identify innovative transportation strategies for the City, sustainable funding streams, a prioritized list of transportation projects and programs, and specific steps necessary to achieve the goals and objectives set forth in the Plan's mission statement. The mission statement commits us to improve accessibility and mobility in Los Angeles, to protect the quality of life in the City's neighborhoods through sensible land use planning and thoughtful management of the City's streets, to ensure that the City's transportation systems are safe and reliable, to promote the City's long-term competitiveness as a center for world trade by facilitating the movement of goods, and to develop sufficient and stable funding to maintain and rehabilitate our existing transportation infrastructure.

The Department continues to strive to improve the quality of life for those who live and work in Los Angeles by enhancing mobility and accessibility while helping Los Angeles become cleaner and greener.





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