A Safe, Livable, Sustainable, Well Run and Prosperous City

LADOT STRATEGIC PLAN

Vibrant and prosperous neighborhood business districts, a goal of Great Streets corridors and People St initiatives, will support our economy, both by connecting places and by creating new neighborhood destinations for people to visit, see friends and family, and shop.

Improved flow of freight traffic will support the profitability and productivity of businesses, and increase the availability and affordability of goods.

Efficient parking and loading options will improve access to businesses and destinations.

More mobility choices such bike sharing and carsharing, will provide access to people, places, and jobs.

Safer streets for walking and biking will increase foot traffic and support commercial activity.

Modernized and well-maintained infrastructure will improve the reliability and resilience of our transportation system to disruptions and keep LA's economy moving through the 21st Century.

Better customer information through the dissemination of real-time information will help individuals and businesses make better travel decisions.
Los Angeles will have a transportation system that gives people choices to support a high quality of life and strong, healthy communities, as well as continued prosperity and resilience for the region.
LADOT STRATEGIC PLAN

Four Themes

A Safe City

A Livable & Sustainable City

A 21st Century Department

Customer Service
A LIVABLE & SUSTAINABLE CITY

Improving quality of life by enhancing our transportation system and reducing its impacts
How do we measure success?

THEN

Mobility – Automobile
Safety

NOW

Access/Mobility – Multi-modal
Public Health/Safety
Economic Development
Environmental Quality
Livability/Quality of Life
Equity

Credit: Tom Maguire, NYC DOT
Bike lanes beneficial to city

- Strongly agree: 50%
- Agree: 18%
- Neutral: 14%
- Disagree: 9%
- Strongly disagree: 9%

Average rating: 3.90

Bike lanes beneficial to me

- Strongly agree: 39%
- Agree: 11%
- Neutral: 22%
- Disagree: 11%
- Strongly disagree: 17%

Average rating: 3.43
Bike lanes protect cyclists

Average rating: 3.67

Bike lanes protect all road users

Average rating: 3.34
Streets with bike lanes are better to drive on

Average rating: 3.07

Bike lanes make streets more organized

Average rating: 3.51
Government should make biking safer for everyone

- Strongly agree: 61%
- Agree: 17%
- Neutral: 12%
- Disagree: 7%
- Strongly disagree: 1%

Average rating: 4.21

Bike lanes should be added to more streets

- Strongly agree: 46%
- Agree: 16%
- Neutral: 15%
- Disagree: 8%
- Strongly disagree: 15%

Average rating: 3.72
Environment
Bike path
Cost-effective
Transportation
Getting around
Neighborhood
Community
Efficient
Mobility

Top Positive Words
Traffic

Exclusive

Preferential

Inevitable

Westside

Downtown LA

Streets

Roads

Safe

Top Negative Words

48%

35%

28%

25%

22%

20%
Get a new perspective of your city.

Hop off your bike to check out a new spot.

Return to youth and explore.
Get a new perspective of your city.

Not a commuter message
Positive response to urban setting that’s relatable to LA
Feel better physically and mentally.

Add exercise to your day without a trip to the gym.
Feel better physically and mentally.
Add exercise to your day without a trip to the gym.

Sparked conversation about the feasibility of commuting to work.
General sentiment that it is unrealistic to bike to work (“I would if I could” response).
Specific criticism of high-heeled shoes in image.
Riders report less stress and greater feelings of relaxation from biking.

Biking is more efficient for short, local trips.
Biking is more efficient for short, local trips.

Riders report less stress and greater feelings of relaxation from biking.

Acknowledgement that it would be easy and enjoyable to ride a bike for short trips rather than drive a car.

Effective tactic to encourage inexperienced riders to try out riding a bike.
GREAT STREETS
CHALLENGE GRANT
APPLICATION MANUAL
KEY FACTS

- GUARANTEED $10,000 TO SUCCESSFUL GRANT APPLICANTS

- ADDITIONAL $10,000 AVAILABLE THROUGH MATCHING FUNDS ($20,000 IN TOTAL CITY FUNDS)

- $200,000 IN TOTAL GRANT DISBURSEMENT
[RE]VISIT SEDA BLVD
NORTH RIDGE

SAVE THE DATE

ART WALK & SCAVENGER HUNT

THURSDAY / JULY 30 / 6-8:30 PM
BETWEEN PARTHENIA & NORDHOFF ST

RESEDABLVD.WORDPRESS.COM
RESEDABLVDGREATSTREETS@GMAIL.COM
ABUELA STRODE GUM STAINED SIDEWALK
MARIA FELIX AT THE MILLION DOLLAR
A KISS IN THE ARCADE LAST NITE
TIME LOST LIKE TEARS IN RAIN
A SAFE CITY

![Annual pedestrian fatalities graph]

- Annual pedestrian fatalities from 2006 to 2012
- Peak in 2007 and 2009
- Decrease in 2011 and 2012

![Pie chart]

- Percentage of fatal crashes involving pedestrians: 44%
- Other fatal crashes: 56%
Urban Streetscape Design and Crash Severity

Chester Harvey
Lisa Aultman-Hall

94th TRB Annual Meeting
January 13, 2015
Washington, DC
Larger

Smaller

More Open

More Enclosed

The University of Vermont
Transportation Research Center

Streetscape Enclosure

Crash & Streetscape Data

Modeling Crash Severity
Driver Error-Motivated Framework

Motivates
Potential Driver Error

Larger, More Open Streetscape

To Minimize
Crash Severity

Built Environment-Motivated Framework

Motivates
Smaller, More Enclosed Streetscape

Less Risky Driver Behavior

To Minimize
Crash Severity

The University of Vermont Transportation Research Center

Streetscape Enclosure Crash & Streetscape Data Modeling Crash Severity
In Conclusion:

- Smaller, more enclosed urban streetscapes are associated with less severe crashes.
- For arterials: Streetscape design may be useful as a safety countermeasure without affecting roadway

Built Environment-Motivated Framework

Smaller, More Enclosed Streetscape  Motivates  Less Risky Driver Behavior  To Minimize  Crash Severity
HIN
BUILDING EQUITY

Race, ethnicity, class, and protected bike lanes: An idea book for fairer cities

A report from PeopleForBikes and Alliance for Biking & Walking
PEOPLE OF COLOR ARE LEADING THE U.S. BIKING BOOM

PROFESSIONAL PLANNERS ARE DISPROPORTIONATELY WHITE

NO U.S. ETHNIC GROUP HAS MORE AT STAKE IN IMPROVING BIKE SAFETY THAN LATINOS

This graph is made up of regular members—primarily practicing planners working in public agencies or private consulting practice.³

Age-adjusted biking deaths per 100,000 population, 1999-2011⁶
VISION

We invest in rail, bus lines, pedestrian/bike safety, and complete neighborhoods that provide more mobility options and reduce vehicle miles traveled.

2017

- 65 stations
- 1,000 bikes

Establish bike share with at least 65 stations and 1,000 bikes

2025

- 5% cars

We will reduce vehicle miles traveled per capita by 5%

2035

- 50%

At least 50% of all journeys will be on foot, by bike or by using public transit
VISION

We all live in safe, vibrant, well-connected, and healthy neighborhoods

By 2025, we will implement Vision Zero principles on traffic safety

Average Walk Score

We will increase LA’s average Walk Score to 75 by 2025
VISION

We all have healthy air to breathe.

2017

1,000

We will install more than 1,000 new publicly available EV charging stations throughout the city, including more than 100 on City property.

2025

0 days

We will have zero days when air pollution reaches unhealthy levels.

2035

25%

25% of all light-duty passenger vehicles on the road will be electric or zero emission.
Privately-Owned Vehicles

Public Transit, Rail, Bus, Ferry

Regional & Intercity Services: Rail, High-Speed Rail, Air

Shared Mobility Services

Employer Shuttles, Jitneys, Commercial Deliveries

Taxi, Limousine & TNCs
Driverless coaches
Taxibots and Robotaxis
Peak Car Travel in the United States: A Two Decade-Long Phenomenon At the State Level

Timothy J. Garceau, MURP, Ph.D. Candidate, Geography
Dr. Carol Atkinson-Palombo, Geography
Dr. Norman Garrick, Civil & Environmental Engineering

Wednesday, January 14, 2015
Existing Research

Peaks identified nationally & internationally

Decoupling from GDP
Evidence for a New Era of Travel

1992

Longstanding

Widespread

2011

Increasing / Has Not Peaked

Peaking / Below Peak Level