

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: September 28, 2022

To: Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Connie Llanos, Interim General Manager 
Department of Transportation

Subject: **RESOURCES NEEDED TO PERFORM A COMPREHENSIVE MAPPING TRANSPORTATION AND SAFETY ANALYSIS (COUNCIL FILE 21-1006)**

SUMMARY

In response to Council File (CF) 21-1006, this report describes the resources needed to comprehensively map existing transportation safety programs, equity, and other data citywide to identify areas of highest need.

RECOMMENDATION

That the City Council, subject to the approval of the Mayor, DIRECT the Office of the City Administrative Officer (CAO) to work with the Department of Transportation (LADOT), with support from the Department of City Planning (DCP), to identify the fiscal resources necessary to fulfill this request as outlined in this report.

BACKGROUND

In March 2022, the City Council (Council) directed LADOT to report back with budget and staffing resources needed to conduct a comprehensive transportation safety and equity analysis, including an overlay of collision maps with safety programs to identify under-resourced areas in need of transportation investments. The Council direction listed several safety programs including School Crossing Guards, Great Streets, People Streets, Play Streets, the Night Rider Program, the Safe Passages Program, Safe Routes to School, Safe Routes for Seniors, the Safe School Zones Program, and Slow Streets.

This report identifies and describes the City's transportation safety programs and identifies the department responsible for each. It further discusses the budget and staffing resources required to conduct a comprehensive safety and equity analysis of these existing programs.

DISCUSSION

The table below summarizes the programs LADOT manages that directly address Citywide transportation safety issues.

LADOT Program	Description and Safety Goals	Data Source Ownership
Vision Zero (Executive Directive 10)	Data-driven program to eliminate traffic deaths and reduce the number of people severely injured while traveling on City streets.	LADOT, LAPD
Safe Routes to School	Data-driven program to identify, promote, and implement safe routes for students, parents, and caregivers to travel to and from school.	LADOT, BOE, SLA, BSL
Safe Routes for Seniors	Data-driven program to identify and promote safe routes for seniors (ages 65+) to key destinations.	LADOT (pilot project only)
School Crossing Guards	Request-based program to hire and deploy crossing guards to guide children at the City's highest need intersections near schools.	LADOT
Active Transportation	Policy-based program guided by the 2035 Mobility Plan to deliver projects and programs that make our streets safer and more accessible for people biking, walking, and using other self-powered modes of travel.	LADOT, BOE, SLA
Play Streets	Request-based program to close streets in park-poor communities to create temporary safe spaces, free of vehicles, for communities and in particular children, to use for play and recreation.	LADOT
People Street	Request-based program to support communities in transforming L.A.'s city streets into active, accessible spaces for people by constructing pedestrian-only plazas, parklets, and bike corrals.	LADOT
Great Streets	Mayor's Office-directed program aiming to energize public space, provide economic revitalization, increase public safety, enhance local culture, and support great neighborhoods on 18 corridors across the City.	LADOT BOE, SLA, BSL

Other City departments and external agencies support transportation safety as part of their responsibilities or programs. The table below summarizes the programs identified in the Council motion that are not managed by LADOT.

Program	Description	Responsible Agency
Night Riders Los Angeles	A community-based organization that schedules rides at night and often partners with the LADOT Active	External community-based

Program	Description	Responsible Agency
	Transportation Program and others to promote active transportation and cycling in Los Angeles.	organization
Safe Passages	A multi-agency partnership with the goal of providing a safe environment for students on specific streets, at bus stops, and on bus lines immediately around schools two hours before arrival and two hours after dismissal. The program allows schools, law enforcement, and the community to pinpoint "hot spots" for gang and related trouble around campus to support the response of law enforcement and other agencies to these challenges.	Los Angeles Unified School District (LAUSD)

To support a comprehensive study, LADOT will work with the DCP to identify and include any additional transportation-safety-related programs led by other City departments, agencies, and organizations.

Data Sources

LADOT is responsible for most of the programs listed above, and collects and maintains the data for each. However, some of the programs rely on data from other departments or other agencies as noted. Due to the complexities or dynamic nature of a program and its associated data, a program could be considered unmappable due to lack of reliability or consistency. For example, if data collection methods vary across time periods of geographies, the subsequent map may not reflect the program accurately.

Resources Needed for a Comprehensive Analysis

To perform this analysis, consultant resources are needed to gather data, assess the information, and produce the maps and final report. Staff resources are required to prepare and issue a task order solicitation or request for proposals, select the consultant, serve as the project manager, and drive completion of deliverables. This requires overtime funding for non-routine work. The estimated cost for this task can range from \$50,000 to \$100,000 for consultant fees, and would also require up to 80 overtime hours from one (1) STP, (1) GIS Specialist and one (1) Management Analyst. The final deliverable of this project is a comprehensive methodology and GIS map that will inform future work plans and develop tools that LADOT does not have staff capacity for at this time.

FINANCIAL IMPACT

The estimated cost to fulfill the request outlined in this report ranged from \$72,709 to \$152,709 as further described below. LADOT will work with the CAO to identify the funding necessary.

Department	Staff	Overtime costs
LADOT	Supervising Transportation Planner (1)	\$8,700

LADOT	Management Analyst (1)	\$6,625
LADOT	GIS Specialist (1)	\$6,754
External	Consultant services	\$50,000 - \$100,000
	Estimated TOTAL	\$72,709 - \$122,079

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