INVESTING *in* PLACE

WE'VE GOT L.A.'S NUMBER

May 2023 - An Inventory of LA's Public Right-of-Way, including Sidewalks, Streets, and Everything in Between

investinginplace.org

LA'S FIRST COMPREHENSIVE INVENTORY

To gain a big-picture understanding of the scope of what the City of LA is charged with managing and maintaining, Investing in Place has created and published an inventory of the elements within the public right-of-way in Los Angeles. A comprehensive, one-stop inventory of City-managed assets did not exist before this.

A complete inventory should encompass at least two things:

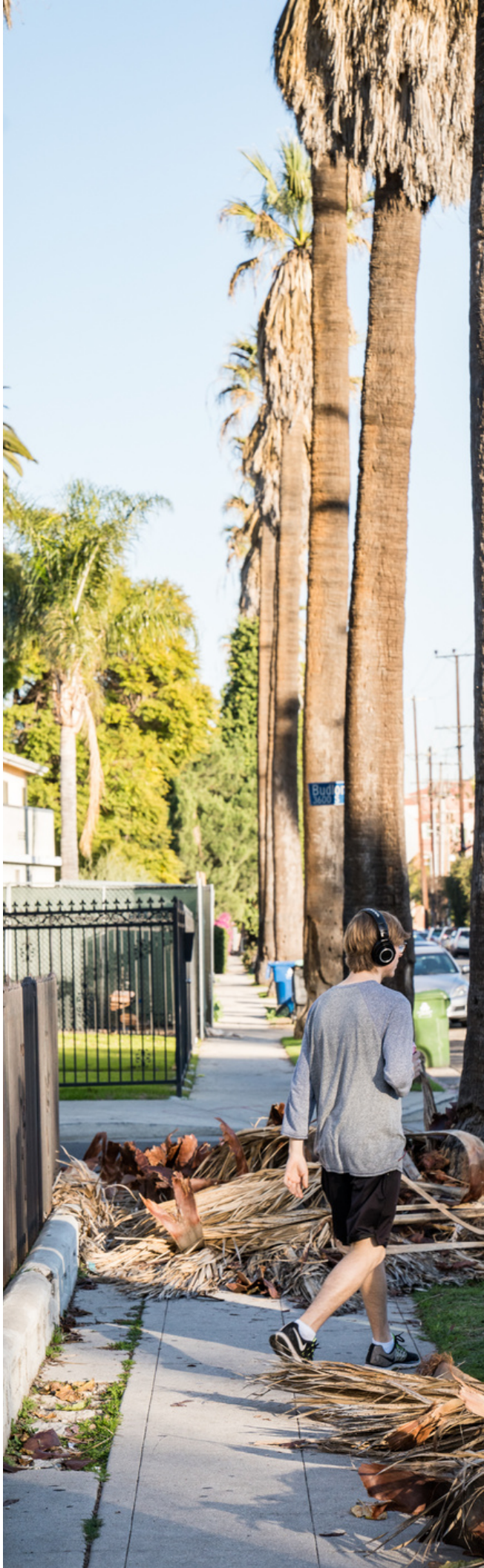
1. raw numbers of what the City owns (miles of streets and sidewalks, plus all the essentials that make that space usable); and

2. the condition of those assets.

This inventory tackles No. 1.

This is the first of its kind for Los Angeles, and it will aid policymakers and the public to truly understand the scope of LA public infrastructure.

INVESTING *in* PLACE



Summary

BETTER DATA → BETTER GOVERNANCE

The City of Los Angeles has one of the largest portfolios of public infrastructure in the United States. More than one quarter of LA's developed land is streets: the City has 7,500 miles of centerline road.* That's enough to get you from LA to the border of Panama and back.

**Centerline mile = total length, versus lane mile, which accounts for multiple lanes per mile of road.*

NEED A PLAN

Roads are just one of more than 100 different assets the City owns and is charged with maintaining in the public right-of-way. The City does not have a comprehensive plan to manage this massive portfolio of public assets, and does not currently maintain a central inventory of public right-of-way infrastructure.

NEED AN INVENTORY

Investing in Place has long advocated for better City policies and more transparency around how the City invests public funds to create public space that serves all Angelenos. But better policies are not possible if we don't have accurate information about what the City has, what's missing, and what needs repair.

Summary

LOS ANGELES AT-A-GLANCE

4m people

41k people unhoused

468 square miles

1/4 developed land is streets

9k miles of sidewalk

Summary

The public right-of-way consists of streets, sidewalks, parks and plazas—space owned by the public and managed by the City. It also includes various essentials (trees, trash cans, bus shelters, street lights and more) that the City provides to make that space usable.

This phrase “public right-of-way” emphasizes the fact that every human being is a member of the public and has a right to be in public space – though in reality this right is not granted to everyone equally.

Background

FIRST STEP TOWARD A CAPITAL INFRASTRUCTURE PLAN

This inventory report is the foundation for Investing in Place's larger initiative to support the City of Los Angeles in adopting a comprehensive, multi-year Capital Infrastructure Plan (CIP) for our streets and sidewalks. Los Angeles is the only major U.S. city without a CIP.

A CIP is a strategic, community-informed, multi-year, budgeted plan to maintain and improve LA's streets, sidewalks, and other public works assets and their impacts. Investing in Place staff have researched and read CIPs from more than 30 municipalities. There is no single plan or template for Los Angeles to copy. LA differs from most cities by its sheer size, levels of income disparity among neighborhoods, and certain policies (like Prop 13, governance structure, etc.).

But one thing is clear: we cannot create a CIP without first building an inventory of what we have.

See our growing list of CIP research at InvestinginPlace.org
Particular stand-outs include: Boston, Chicago, Dallas, Houston, Oakland, San Diego, and San Francisco.

Our Process

DISCOVERING THE NEED

Investing in Place's policy advocacy model is to research, develop, discuss, and work toward consensus around the ideas we are advocating for in public policy.

After countless conversations with high-level and frontline City and elected staff over several years, we discovered that few staff or decision-makers know the details of what the City actually does with regard to streets and sidewalks at a citywide level. There's familiarity with assets at the levels of Council District, project or neighborhood, but no one had or could direct us to a list or budget that encompassed public works and transportation projects and maintenance across the City. Working to fill this gap became a key priority for us.

Our Process

DIGGING FOR DATA

The items listed in our inventory table were suggested and reviewed by City staff in various offices and departments. We limited our focus to the City's streets and sidewalks, plus the essentials that make that space usable for all Angelenos (curb ramps, trash cans, bus-only lanes, etc). We did not include facilities like libraries, service yards, airports, seaports, community centers, parks or non-streetscape openspace.

In addition to physical infrastructure, we also captured information on human aspects/activities that are impacted by how that infrastructure is managed (or not). For example: we're not just tracking total miles of roadway, we're also tracking data related to collisions.

Our Process

DIGGING FOR DATA

To obtain the data, we reviewed dozens of spreadsheets, strategic plans and internal documents buried within multiple City department websites. In other instances, Investing in Place staff dug for the information deep within audits, staff reports, budget hearings, motions and more. We also found data on GeoHub and Los Angeles Open Data (the City's online data platforms). For many of the datasets, we relied on knowledgeable City staff who were able to provide information about their particular sphere of influence.

After a series of interviews, conversations, email requests, and briefings, we combined the data we collected from City sources and organized it based on location within the right-of-way or area of focus.

Each data source is cited in the inventory table. The variety and complexity of sources demonstrates the need for this one-stop comprehensive inventory. We assembled what we believe is the most comprehensive list of Los Angeles public right-of-way information to date. Yet we know there are still gaps of information that isn't yet readily available.

Why This Matters

FOR US ALL:

This is not just for policy advocates like us at Investing in Place. This is important for anyone who cares about:

- Good governance and more accountability and transparency
- Equity-driven investments that are supported by needs-based, community-informed data
- Opportunities for economic empowerment and expanded participation in decision-making
- Efficient collaboration among multiple City departments, agencies and bureaus

Challenges

CHALLENGES IN THE EXISTING POLICY ENVIRONMENT

The public right-of-way and the policies surrounding it don't operate in a vacuum. While this public space is traditionally the realm of the Departments of Public Works and Transportation, the issues and policies are more broad. Housing, jobs, education, and other social determinants of health that impact one's quality of life all intersect with our sidewalks and streets.

The Department of City Planning manages more than 35 Community Plans, but there are 200+ different and distinct neighborhoods in Los Angeles. The City acknowledges that to approach public works and transportation investments without addressing the differences in these neighborhoods is a failure to understand how to center this work with the people who live here and depend on reliable public services.

"Municipal decisions over zoning, investment, and economic development have contributed to the unbalanced access to services and amenities in many communities, which contribute to increased poverty and poor health outcomes."

The Plan for a Healthy LA, adopted 2015

Challenges

CHALLENGES IN THE EXISTING POLICY ENVIRONMENT

The future of LA's sidewalks and streets should include foundational investments that benefit everyone, not glossing over the racism and disinvestment that have produced widespread inequity in Los Angeles.

Every day, elected and appointed officials are making decisions that impact the public right-of-way. The policy environment is so dynamic that the city continues to create policies on a daily basis that are often decoupled from addressing the full scale or need, allocating adequate funding, and creating a clear path for implementation.

What We Learned

While each of the items in this inventory would warrant its own multi-page report, the inventory presented provides the hard numbers to show the scale and scope of the challenge before the City and all of us in making public space work for all Angelenos. We learned some valuable lessons while pulling this data together.

LESSON 1

THERE IS NO CITYWIDE STANDARDIZATION OF DATASETS, LOCATION OF DATA, OR TIMING OF UPDATES TO KEEP THE DATA CURRENT AND RELIABLE.

The data is only as good as its accuracy. As you go through our inventory you will notice the variety of data sources, dates and types of measurement we cite. While some data is stored on the citywide database GeoHub, most departments keep their own data servers as well.

What We Learned

LESSON 2

A LOT OF IMPORTANT DATA IS MISSING.

After working with City staff, we developed a list of over 125 total right-of-way elements to be cataloged. So far we have found information for 75. As mentioned in the introduction, a comprehensive inventory must go beyond raw numbers to also include the condition of the assets – otherwise, how do we know where to allocate resources? A truly useful inventory goes well beyond pavement quality: there are hundreds of elements in the municipal right-of-way that require continuous maintenance and improvement.

"If you don't know what you have, you don't know what is possible."

Sheila Dugan, Director of Cities at the Center for Government Excellence

Another type of information that was hard to find: requests from the community asking for new elements (traffic signals, crosswalks, etc.) or asking for something to be repaired. This type of information helps further develop the picture of demand and need.

What We Learned

LESSON 3

CITY STAFF ARE JUST AS FRUSTRATED WITH THE LACK OF DATA AND KNOWLEDGE ON EXISTING CONDITIONS AS WE ARE.

City of LA elected and departmental staff expressed a desire to know more about LA's infrastructure needs. They were helpful in providing information about their particular sphere of influence, while sharing our frustration that there hasn't been a place to get the full picture.

LESSON 4

IF YOU DON'T KNOW WHAT YOU HAVE, YOU DON'T KNOW WHAT IS POSSIBLE.

The City of LA can address historic disinvestment and systemic racism in the future of LA's streets and sidewalks. But addressing inequity involves prioritization, and that requires knowing the scale of LA's infrastructure needs..

Recommendations

COLLECTING AND MAINTAINING THE INVENTORY DATA:

1. Fund systems and staff to manage citywide inventory data and asset management.

2. Create a universal list of the data the City wants to keep on GeoHub or another public data repository.

3. Standardize the way data is organized and labeled.

4. Require annual verification and updates of the data.

   One suggestion: make this part of the Fall budget process. Require data updates be included with all department and bureau budget requests. For data that doesn't need to be updated annually, someone from the relevant department can at least verify that the current data is still accessible and valid.

Recommendations

INCLUDING THE CONDITION OF EACH ELEMENT IN THE RIGHT-OF-WAY:

1. Identify a process for tracking the current condition.
2. Establish definitions of what a “good” condition looks like for all elements of the right-of-way.
3. Identify a process for tracking community requests, beyond 311.
4. Establish funding and schedules for ongoing maintenance.

What's Next?

LOS ANGELES NEEDS A CAPITAL INFRASTRUCTURE PLAN

Every year, the City receives by formula somewhere in the range of at least $800 million to $1 billion for public works and transportation projects and programs, primarily through the local return of four countywide transportation sales taxes. This doesn't include federal or state funding or Metro capital projects (think the Crenshaw Line or Subway to the Sea).

What's Next?

LOS ANGELES NEEDS A CAPITAL INFRASTRUCTURE PLAN

There's no list of projects to be prioritized and no guiding plan for people both inside and outside the City bureaucracy to understand the vision for our streets and sidewalks.

Many LA neighborhoods have borne multi-generational racism, displacement, violence, segregation, and greed. Without a plan that identifies priorities and projects over the next 10 years, there's no accountability to make sure LA prioritizes the needs of communities of color and the working class, in order to account for this history. And there can be no plan without an inventory.

A Budgeted Plan

LA needs a long-term, budgeted plan. This plan must include all funds and projects related to the streets, sidewalks, trees, and public spaces in a given budget year (including maintenance), and must include a defined projection for funding needs in out-years. It should also include unfunded needs in order to be ready for future funding opportunities and grants.

First Steps

FIRST STEPS FOR THE CITY OF LA

Investing in Place has made recommendations for the City of LA to take these first steps toward a CIP:

1. **Vision** – Develop, articulate and adopt a citywide vision for the streets and sidewalks that incorporates all competing uses this critical public space contains. Policymakers need to agree on outcomes the city wants to achieve in the public right-of-way over the next several years.
2. **Inventory** – Collect all department and bureau asset management inventories, starting with the five Public Works Bureaus and Department of Transportation. (Our inventory is the starting point.)
3. **Coordination** – Identify all of the existing, disconnected, and often conflicting efforts to plan for the public right-of-way from various City entities (including but not limited to: Equity in Infrastructure, Sidewalk Repair, One Infrastructure, Smart City, Vision Zero, Mobility Plan, the Department of City Planning, and more).

A Capital Infrastructure Plan will give Los Angeles better governance and more participation, equity and opportunity.

INVESTING *in* PLACE

THE INVENTORY

of LA's Public Right-of-Way, including Sidewalks, Streets, and Everything in Between

investinginplace.org

INVENTORY OF LOS ANGELES PUBLIC RIGHT-OF-WAY

DATA AS OF MAY 16, 2023

#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
1	Citywide	Agencies working in the public right-of-way	19 (min)	IiP	2022	
2	Citywide	Al Fresco Dining (created 2020)	2,125 applications	LADOT Strategic Plan	2021	LADOT
3	Citywide	Billboards	no reliable data available			DCP
4	Citywide	Intersections	61,503	Geohub	2023	BOE DOT
5	Citywide	Land Area	468 sq mi	LA Almanac	2023	City
6	Citywide	Streets	7,500 centerline miles	Geohub	2023	BOE
7	Citywide	Land occupied by streets (of total developed land)	28%	Mobility Plan	2015	City
8	Citywide	Streets - Concrete lanes miles	3,400 lane miles	BSS Strategi c Plan	2021	BSS

To access our full spreadsheet, which includes more notes, visit InvestinginPlace.org

INVENTORY OF LOS ANGELES PUBLIC RIGHT-OF-WAY

DATA AS OF MAY 16, 2023

#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
9	Citywide	Streets - Highways	181 miles	Mobility Plan	2015	Caltrans Metro
10	Citywide	Miles of "arterial" and "collector" streets (of City's total streets)	40%	Mobility Plan	2015	DCP BOE
11	Citywide	Miles of local streets (of City's total streets)	60%	Mobility Plan	2015	DCP BOE
12	Citywide	Wifi System (in the public right of way)	None yet, currently in development	Geohub	2022	BSL
13	Crosswalk	Crosswalks - (3425 signal controlled, 10 High Intensity Activated Crosswalk Beacon (HAWK), 13 Rectangular Rapid Flash Beacon (RRFB)	3,448 crosswalk signals	Geohub	2023	LADOT

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
14	Crosswalk	Crosswalks - Marked	22,000	Mobility Plan	2015	LADOT
15	Crosswalk	Crosswalks - Number of requests fulfilled/rejected	no reliable data available			LADOT
16	Crosswalk	Crosswalks - Stop / Yield Sign, no control	854	Geohub	2023	LADOT
17	Crosswalk	Decorative Crosswalks / Decorative Intersections	no reliable data available	Geohub		DCA LADOT
18	Parking	Parking Meters	38,011	Mobility Plan	2015	LADOT
19	Parking	Pay Stations	no reliable data available			LADOT
20	People	Collisions - Number of roadway deaths in 2022 - riding bicycles	20 people	LAPD	2022	LADOT LAPD

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
21	People	Number of roadway deaths in 2022, in cars or motorcycles	133 people	LAPD	2022	LADOT/ LAPD
22	People	Number of roadway deaths in 2022, walking or using mobility devices	159 people	LAPD	2022	LADOT/ LAPD
23	People	Percent of all severe or fatal crashes in the City at intersections	70%	LADOT Strategic Plan	2017	LADOT
24	People	Population of the City of Los Angeles	3,849,306 people	ACS	2021	U.S. Census
25	People	Unhoused - People living on the sidewalks and streets	41,000 people	LAHSA	2022	City
26	People	Street Vendors	50,000 people	CLA Report	2014	BSS
27	Power	Underground Electrical Ventilation Structures, Stacks, & Vent covers	no reliable data available			LADWP

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
28	Power	Underground Vaults + Maintenance and Access Holes	no reliable data available			LADWP
29	Power	Utility Poles	no reliable data available			LADWP
30	Roadbed	Alleys	1,250 miles	BSS Strategic Plan	2021	BOE/ BSS
31	Roadbed	Bike Lane - (Class 1,2,3,4 Total Miles)	1,232 miles	Geohub	2023	LADOT
32	Roadbed	Bike Lane Class 1 Lane Miles (Off-Street Path)	125.54 miles	LADOT Shapefile	2021	LADOT
33	Roadbed	Bike Lane Class 2 (Painted) Lane Miles	804.44 miles	LADOT Shapefile	2021	LADOT
34	Roadbed	Bike Lane Class 3 (Sharrow) Lane Miles	259.11 miles	LADOT Shapefile	2021	LADOT
35	Roadbed	Bike Lane Class 4 (On-Street Protected) Lane miles	42.97 miles	LADOT Shapefile	2021	LADOT

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
36	Roadbed	Bus - DASH	33 Routes	LADOT Website	2023	LADOT
37	Roadbed	Bus - LADOT Commuter Express	15 Routes	LADOT Website	2023	LADOT
38	Roadbed	Bus - Metro (105 of 119 Metro bus lines operate some or all of their service in LA)	105 Routes	Metro	2022	Metro
39	Roadbed	Bus Island Platforms	no reliable data available			LADOT
40	Roadbed	Bus Only Lanes	31.6 miles	Investing in Place	2021	LADOT
41	Roadbed	Bus Pads and Landings	no reliable data available			LADOT
42	Roadbed	Electric Carshare charging stations (city managed BlueLA– 5 docks at each station)	40	UCLA: EV Car Sharing in CA	2022	LADOT

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INVENTORY OF LOS ANGELES PUBLIC RIGHT-OF-WAY

DATA AS OF MAY 16, 2023

#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
43	Roadbed	Electric Carshare vehicles (city managed program BlueLA)	100 cars	UCLA: EV Car Sharing in CA	2022	LADOT
44	Roadbed	EV Charging Stations - on street, public use	446	EV charger program	2023	BSL LADOT
45	Roadbed	Hillside Streets	no reliable data available			BOE
46	Roadbed	Metro Bike Share Stations	220	BikeShare Map	2023	LADOT
47	Roadbed	Metro Bikes (non-electric)	no reliable data available			LADOT METRO
48	Roadbed	Metro Electric Bikes (e-bikes)	no reliable data available			LADOT METRO
49	Roadbed	Street Sweeping Vehicles	130 vehicles	BSS Strategic Plan	2021	BSS
50	Roadbed	Weekly posted street sweeping (859 routes)	7,700 curb miles	BSS Strategic Plan	2021	BSS

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DATA AS OF MAY 16, 2023

#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
51	Sanitation	Water Fountains managed by Public Works	1	Geohub	2022	BSS
52	Sanitation	Sewer - Wastewater Conveyance System	no reliable data available			LASAN BOE
53	Sanitation	Sewer "Y"s	no reliable data available			LASAN BOE
54	Sanitation	Maintenance Holes Covers	no reliable data available			LASAN BOE
55	Sanitation	Sewer Laterals	no reliable data available			LASAN BOE
56	Sanitation	Sewer Mains	no reliable data available			BOE
57	Sanitation	Trash Bins (managed by LASAN)	4,598 trash bins	Geohub	2022	LASAN
58	Sanitation	Trash Bins (not managed by LASAN)	3,970 trash bins	Geohub	2022	BSS

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INVENTORY OF LOS ANGELES PUBLIC RIGHT-OF-WAY

DATA AS OF MAY 16, 2023

#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
59	Sidewalk	Access Ramps	91,698	Geohub	2021	BSS
60	Sidewalk	Access ramps - number of completed requests 2016- 2021	683 access ramps	BOE	2022	BSS
61	Sidewalk	Access ramps - number of requests 2016 - 2021	4,044 requests for access ramps	BOE	2022	BSS
62	Sidewalk	Alternative Shade Structures	no reliable data available			BSS
63	Sidewalk	Bike Rack - privately installed	no reliable data available			
64	Sidewalk	Bike Rack, Bike Corrals and Bike Repair Station	no reliable data available			LADOT
65	Sidewalk	Bus Benches - Martin Outdoor Media, LLC (DBA Insite Street Media)	6,000	BSS	2023	BSS
66	Sidewalk	Bus Shelters (managed by Tranzito)	1,870 bus shelters	Geohub	2023	BSS

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
67	Sidewalk	Bus Stop Lighting	no reliable data available			BSL
68	Sidewalk	Bus Stops - Metro	6,315	UCLA and Move LA	2023	LADOT Metro
69	Sidewalk	Community Gateway Signage	no reliable data available			BSS BOE
70	Sidewalk	Kiosks	no reliable data available			BSS Tourism
71	Sidewalk	Mobility Hubs	0			LADOT
72	Sidewalk	Murals	no reliable data available			DCA
73	Sidewalk	Newsracks	more than 10,000	BSS	2023	BSS
74	Sidewalk	Painted Signal Cabinets	no reliable data available			DCA
75	Sidewalk	Parklets	5	Geohub	2018	LADOT
76	Sidewalk	Pedestrian Plazas	4	Geohub	2018	LADOT

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
77	Sidewalk	Public Bathrooms managed by the City in Public Right of Way	14 toilets	BSS	2023	BSS
78	Sidewalk	Real Time Transit Information Signs	no reliable data available			LADOT Metro
79	Sidewalk	Sculptures, Monuments, 3D artwork	no reliable data available			DCA
80	Sidewalk	Sidewalk - non-standard pavement	no reliable data available			BOE
81	Sidewalk	Sidewalk Dining (pre Al Fresco)	no reliable data available			BOE
82	Sidewalk	Sidewalk lane miles	9,000 lane miles	City Controller Audit	2021	BOE
83	Sidewalk	Sidewalk Lane Miles - broken and/or inaccessible	4,000 lane miles	City Controller Audit	2021	BOE
84	Sidewalk	Sidewalk Repair Requests in 311 (backlog of requests)	50,000 requests	City Controller Audit	2021	BOE

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#	Area of focus	Data Set	Numbers	Source	Year of data	Mgmt
85	Sign	Traffic Control Signs (Stop and Yield Signs)	52,264	Geohub	2020	LADOT
86	Stormwater Mgmt	Catch Basins	no reliable data available			LASA BOE
87	Stormwater Mgmt	Stormwater Capture, Infiltration & Remediation Improvements	no reliable data available			LASAN LADWP
88	Stormwater Mgmt	Stormwater Junction Structures Maintenance Holes	no reliable data available			LASAN BOE
89	Stormwater Mgmt	Stormwater mains	no reliable data available		2023	LASAN BOE
90	Stormwater Mgmt	Stormwater Storage/Reuse	no reliable data available			LASAN LADWP

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
91	Street Light	Banners	299	BSL banner program	2023	BSL
92	Street Light	Pedestrian Lighting	Approx 12,000	BSL pole database	2023	BSL
93	Street Light	Street Lights	220,735 street lights	LA Open Data	2023	BSL
94	Street Light	Street Lights - non working total	Not possible to measure at this time			BSL
95	Street Light	Street lights in the public right of way maintained by DWP	no reliable data available			LADWP
96	Traffic Safety Device	ATSAC / Transportation Operations Center	1	LADOT	2022	LADOT
97	Traffic Safety Device	Concrete Bollards	no reliable data available			BOE BSS

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
98	Traffic Safety Device	Curb Bulb Out	no reliable data available			BOE/ BSS
99	Traffic Safety Device	ATSAC Controlled Intersections - Traffic Signals	4,850	LADOT	2022	LADOT
100	Traffic Safety Device	ATSAC Controlled Intersections - Walk Signals where Lead Pedestrian Interval (LPI) for at least one leg of intersection	1,340	LADOT	2022	LADOT
101	Traffic Safety Device	ATSAC Controlled Intersections with protected left turn signals in one or more direction	1,700	LADOT	2022	LADOT
102	Traffic Safety Device	ATSAC Controlled Intersections with Transit Priority Signals	1,500	LADOT	2022	LADOT
103	Traffic Safety Device	Median Islands	11,286	BSS	2023	BSS
104	Traffic Safety Device	Number of Street segments that have Speed Humps installed every year	65-75	Council File 14-0252-S4	2020	LADOT

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
105	Traffic Safety Device	Pedestrian Bridges - Overpasses	no reliable data available			BOE Caltrans
106	Traffic Safety Device	Pedestrian Tunnels	no reliable data available			BOE
107	Traffic Safety Device	Radar Speed Signs	253	Geohub	2023	LADOT
108	Traffic Safety Device	ATSAC Sensors and detectors	26,000+	LADOT	2022	LADOT
109	Traffic Safety Device	Speed Cushions	no reliable data available			LADOT
110	Traffic Safety Device	Speed Humps/Speed Tables	no reliable data available			LADOT
111	Traffic Safety Device	Traffic Cameras (speed safety cameras, and/or bus only lane enforcement)	0	LADOT	2023	LADOT

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
112	Traffic Safety Device	Traffic Circles	no reliable data available			LADOT
113	Traffic Safety Device	Traffic Islands	no reliable data available			BOE BSS
114	Urban Greening	Irrigated landscaped Medians	10.5 million sq ft	BSS Strategic Plan	2023	BSS
115	Urban Greening	Irrigation System - Parkways	no reliable data available			BSS
116	Urban Greening	Parkway Landscaping	Currently not being tracked.			BSS
117	Urban Greening	Public Works Embankment/Slope Landscaping	Currently not being tracked.			BSS
118	Urban Greening	Street Trees	621,000+	Tree Keeper8	2023	BSS
119	Urban Greening	Street Trees - Stumps	22,000+	Tree Keeper8	2023	BSS

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#	Area of focus	Data Set	Numbers	Source	Year of data	MGMT
120	Urban Greening	Street Trees - Tree Well Covers	20,000+	Tree Keeper8	2023	BSS
121	Urban Greening	Street Trees - Vacant tree wells	210,000	City Forest Officer	2023	BSS
122	Utility	Utility Cabinets	no reliable data available			LADWP
123	Utility	Utility Vaults/Maintenance Holes	no reliable data available			LADWP
124	Water	Fire Hydrants	60,295	Geohub	2020	LADWP
125	Water	Reclaimed Water Distribution	47356.8 acre ft	LADWP	2017	LADWP

Abbreviations:
ATSAC; Automated Traffic Surveillance and Control Center
BSL - Bureau of Street Lighting
BSS - Bureau of Street Services / Streets LA
BOE - Bureau of Engineering
DCA - Department of Cultural Affairs

Abbreviations:
CP - Department of City Planning
DOT - Department of Transportation / LADOT
IiP - Investing in Place
LADWP - LA Department of Water and Power
LAPD - LA Police Department
Mgmt - Management
SAN - Department of Sanitation /LASAN

To access our full spreadsheet, which includes more notes, visit InvestinginPlace.org

About Investing in Place

POLICY

Created in 2015, Investing in Place is a public policy implementation and advocacy group in Los Angeles.

NON-PROFIT

We receive independent funding from foundations such as The James Irvine Foundation, The California Endowment, Energy Foundation, Transit Center, individual donors and more.

ADVOCACY

We advocate for a more inclusive decision-making process and equitable resource allocation for public infrastructure in Los Angeles. By bringing the often-mysterious city planning processes into the daylight, we expand the conversations to include people usually left out. It all comes down to knowing more about how public money is spent and how decisions are made.

OUR TEAM

Aziz Fellague Ariouat, Former Staff
Harley Morgan, Communications Assistant
Jessica Meaney, Executive Director
Jordan Fraade, Transportation Policy Consultant
Kevin Liu, Advocacy Associate, Photographer
Kim Perez, Communications Strategist
Tiffany Liu, Project Coordinator

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