



Analysis area

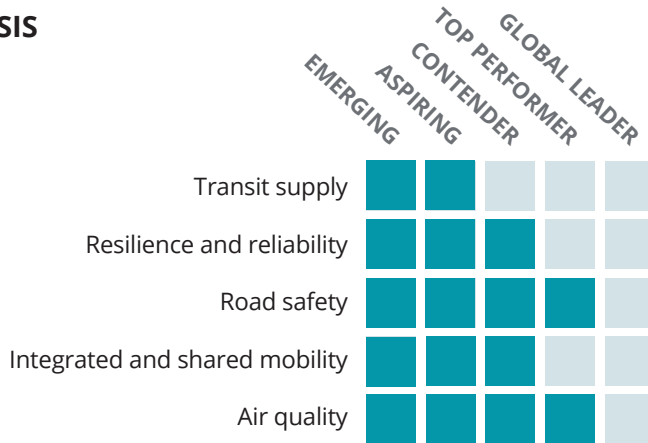
Analysis area: 4,496 km<sup>2</sup> | Population: 13,300,000 (2015) | Population density: 2,958/km<sup>2</sup>

Definition of analysis area: LA-Long Beach-Anaheim area as designated by US Office of Management and Budget (includes city area and surrounding suburban regions)

#### MOBILITY ANALYSIS



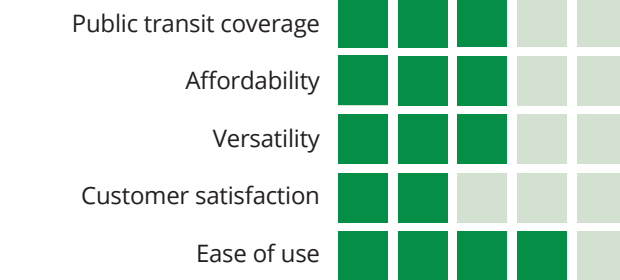
##### Performance and resilience



##### Vision and leadership



##### Service and inclusion



#### KEY MOBILITY STATISTICS

Metro, light rail, bus  
Public transit options

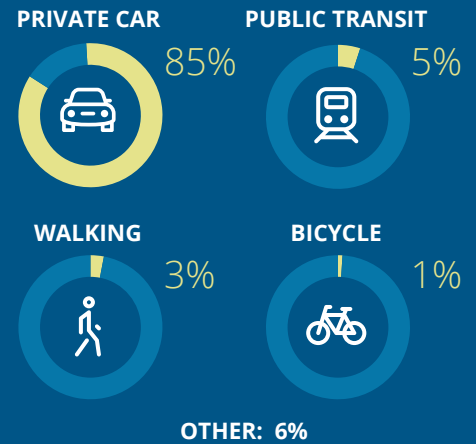
104.1 hours/year  
Time spent in congestion

\$132 Average public transit pass/month  
\$904.35 billion GDP (OECD reported, 2013)

Major transit authority  
Los Angeles Department of Transportation, Los Angeles Metropolitan Transit Authority, Long Beach Transit

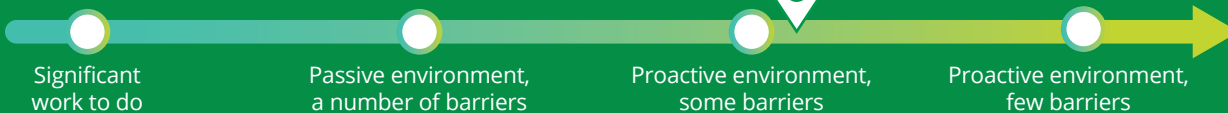
Note: All dollar amounts are in USD.

#### JOURNEY MODAL SPLIT



#### FUTURE OF MOBILITY ANALYSIS

Los Angeles



FoM global leader

##### STRENGTHS

- Streamlined regulations to support autonomous vehicles are expected shortly
- Open data portal covers transportation metrics, and a number of APIs are available
- A number of sharing programs, including electric vehicles, are designed to shift culture away from private cars

##### CHALLENGES

- Sharing mode dominated by private vehicles; weak culture of multimodal transport
- Wide geographic spread and multiple commercial hubs
- Higher average waiting time for public transit may lead to an increase in customer dissatisfaction

Key focus areas to improve city mobility and realize the Future of Mobility:



**MOBILITY ANALYSIS FURTHER DETAILS:**

 **Performance and resilience**

A high modal split inclined toward private cars has resulted in greater congestion. To address the issue and increase public transport ridership, LA has implemented an integrated payment system for public transit.

- Poor public transportation system reliability (evident from higher average waiting time of 20 minutes) results in overreliance on private cars.
- Vision Zero initiative to curb traffic fatalities: LA is planning to adopt Vision Zero and its goal is to eliminate traffic fatalities by 2025.
- Highly integrated payment system: LA has an integrated transit pass that is valid for local travel on 23 different public transit carriers throughout the greater Los Angeles region.

 **Vision and leadership**

LA has a well-rounded transport vision centered on quality-of-life aspects such as safety, accessibility, and the environment. An early adopter of technology, LA scores well in innovation.

- LA has been named America's top digital city, a quality corroborated by the city's plans to use digital tech as a means to improve transport through information-sharing, data collection, and collaboration with citizens.
- Impressive adoption of electric cars: 3.5 percent of new cars in California are electric, the world's third-highest rate when comparing the state to countries. It also has the largest municipal fleet in the United States including 160 battery-powered electric vehicles and 128 hybrid cars.
- A move toward electro-mobility should improve LA's sustainability scores in the future.

 **Service and inclusion**

LA has a limited public transit network that is mainly used by its least wealthy citizens.

- Public transit is predominantly used by low-income individuals: This reflects a widespread stigmatization of public transit, especially bus services, and poor connectivity.
- LA is one of the only cities that ranks as affordable for all modes of transport: The city has low fuel costs and a public transit ticket that is reasonably priced compared to the city's minimum wage.
- LA needs to improve accessibility for disabled persons across all transit authorities.

**SUMMARY**

LA is well-known for its traffic congestion. The lack of effective public transit alternatives, combined with LA's urban sprawl, makes it difficult to develop an inclusive transport network. At present, the city's singular focus is on expanding its passenger rail system in a short span of time. However, the city also needs to focus on providing the last-mile and first-mile solutions, to bring people into the public transport, thus catering the large urban area. LA's 2035 Mobility Plan sets out the city's ambitions to transform its transport networks and, in doing so, break the constraints on economic growth. The city is increasing investment in expanding the existing bus and rail system and promotion of cycling and walking, which will be key to resolving LA's traffic problems. The city also appears well positioned to use digital technologies to resolve some of its challenges.

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**About the Deloitte City Mobility Index**

The Deloitte City Mobility Index reviews major cities on key aspects of mobility and the resulting relationship to economic performance. Drawing on publicly available data, client conversations, and bespoke Deloitte analyses, we assess each city's ability to transport its citizens both now and in the future and therefore its potential to bring prosperity to the city.

As we receive feedback, we will update and expand the analysis, which may mean the results shown in this document may change.

For the full interactive index, visit the Deloitte City Mobility Index at [deloitte.com/insights/mobility-index](https://deloitte.com/insights/mobility-index).

For Deloitte's insights on the Future of Mobility, visit [deloitte.com/insights/future-of-mobility](https://deloitte.com/insights/future-of-mobility).

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