

TRANSPORTATION COMMITTEE REPORT relative to the impact of mobile mapping applications on City streets, and the feasibility of implementing steps to reduce the volume of cut-through vehicle traffic diverted to residential streets.

Recommendation for Council action, as initiated by Motion (Krekorian – Koretz):

1. DESIGNATE the Los Angeles Department of Transportation (LADOT) as the lead agency to negotiate a data sharing agreement with navigation application companies.
2. INSTRUCT the LADOT to report back in 90 days relative to:
 - a. Recommended criteria for Impacted Street Segments, including consideration of safety and collision data, Mobility Plan 2035 street designations and traffic thresholds, special events, emergencies and engineering judgment.
 - b. The status of the negotiations with navigation application companies.
3. RECEIVE and FILE the LADOT report dated October 16, 2018 relative to this matter.

Fiscal Impact Statement: The LADOT reports that this action will not impact the General Fund.

Community Impact Statement: None submitted.

SUMMARY

On April 10, 2018, Council considered Motion (Krekorian – Koretz) relative to the impact of mobile mapping application makers on City streets, and the feasibility of implementing steps to reduce the volume of cut-through vehicle traffic diverted to residential streets. Motion states that in 2015, the Mayor announced a data-sharing partnership with mapping apps to provide real-time information about planned impacts to city streets to make apps such as Waze, Google Maps, and Apple Maps, more effective and efficient. However, the real-world neighborhood impacts of sending distracted, stressed, and/or lost drivers down unfamiliar streets remain. And while there are certainly other factors that contribute to the overwhelming amount of traffic in narrow, neighborhood feeder streets, mapping app makers - like Google, Apple and Waze - have shown little interest in helping neighborhoods reduce the hazards on their streets. Motion recommends that Council instruct LADOT to report on the data-sharing partnership, its benefit for the city, and means for addressing neighborhood traffic safety. Motion was referred to the Transportation Committee for consideration.

In a report to Council dated October 16, 2018, LADOT discusses the impact of mobile mapping applications and the relationship between the City and mobile mapping application makers. The City shares up-to-date information on its traffic data to improve the accuracy of information displayed and distributed through these applications.

LADOT reports that local communities and the media began to attribute negative traffic impacts to routes provided by mobile mapping applications. A number of issues have been raised including increased cut-through traffic on neighborhood streets, routing users to make

unprotected left turns on busy arterial roadways, and directing users to drive on steep streets with which they are unfamiliar. Many attributed this to cause additional traffic congestion, drivers speeding on streets where they are unaware of the speed limit, and other unsafe driving behavior.

According to LADOT, the City receives no financial compensation from these companies for the sharing of street data. Several City departments do receive live data feeds from the applications for public use. The apps can also be used to reroute drivers away from street closures and special events – information available to the general public. Existing agreements and informal partnerships with mapping applications companies do not allow the City to control, dictate, or designate suggested routes presented to application users, nor do they require mapping application companies to prioritize data and information provided by the City over that provided by app users or other data sources. The Department report does not mention concessions made by mobile map app companies to address concerns about unsafe driving or cut-through traffic in residential neighborhoods.

At its meeting held October 24, 2018, the Transportation Committee discussed this matter with LADOT staff. The Department General Manager stated the City cannot restrict its public streets to certain users (local drivers) and does not control the routing algorithm used by each company. However, the City does have the authority to open or close streets in the real world and LADOT would like to explore exercising a digital version of this authority, such as by restricting certain streets at particular times of day or based on special events or emergencies. The Committee Chair stated that the City needs to rethink its partnership with mobile map app companies and ensure that the City is speaking with one voice on this issue. The Committee recommended that Council designate LADOT as the lead agency to negotiate a data sharing agreement with navigation application companies, and that LADOT report relative to the status of those negotiations and criteria for identifying streets impacted by map app users.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

| <u>MEMBER</u> | <u>VOTE</u> |
|---------------|-------------|
|---------------|-------------|

| | |
|--------|-----|
| BONIN: | YES |
|--------|-----|

| | |
|-----------|-----|
| MARTINEZ: | YES |
|-----------|-----|

| | |
|---------|--------|
| KORETZ: | ABSENT |
|---------|--------|

jaw

-NOT OFFICIAL UNTIL COUNCIL ACTS-