

MODERNIZING TRANSPORTATION IN LOS ANGELES

City of Los Angeles Departments of City Planning & Transportation



MEETING AGENDA

- 1 Welcome & Introductions
- 2 Updated Analysis Methods
- 3 Transportation Demand Management (TDM) Ordinance
- 4 Q + A



UPDATED ANALYSIS METHODS

California Senate Bill (SB) 743

Requires CEQA transportation analysis to measure impacts with **Vehicle Miles Traveled**, promoting the **reduction of greenhouse gas emissions**, promoting **public health** through **active transportation**, and **efficient access to destination** such as removing barriers to **infill development**.



Using **vehicle delay** to evaluate land use projects restricts efficient development



Development Review Metric	Outcome
Level of Service (LOS)	More sprawl



VMT is a better measure of the effects of land use on the transportation system

Development Review Metric	Outcome
Vehicle Miles Traveled (VMT)	Projects where they make sense



BENEFITS OF MEASURING VMT



Safer streets for all



Data to evaluate effectiveness



Fights climate change



Better public health outcomes



Growth where it makes sense



WHY THE CHANGES?

We can't widen our way out of congestion

...yet everyone wants to ease traffic

Our continued economic growth and activity

...needs more and enhanced transportation

Our changing demographics and preferences

...are shifting how people travel



ACCOMPLISHMENTS TO DATE

- ✓ Collected vehicle trip data at local affordable housing & mixed use sites

- Affordable Housing Projects

Residential or mixed-use developments that include Affordable Housing Units [as defined in LAMC 12.22-A.25 (b)] are eligible to use the trip generation rates presented in Table 5, which are based on the total number and type of dwelling units reserved as affordable. These trip generation rates are based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016. These trip generation rates for Affordable Housing units are not subject to any of the aforementioned adjustments in this Section.

Table 5: Trip Generation Rates for Affordable Housing Projects

Affordable Housing Type	Daily Rate (Trips per DU)	Average AM Peak Hr Rate (Trips per DU)	% AM Trips In	% AM Trips Out	Average PM Peak Hr Rate (Trips per DU)	% PM Trips In	% PM Trips Out
Family	4.08	0.50	40%	60%	0.34	55%	45%
Seniors	1.72	0.12	38%	62%	0.15	52%	48%
Permanent Supportive Housing / Special Needs	1.27	0.12	44%	56%	0.12	59%	41%



LADOT

Transportation Impact
Study Guidelines

December 2016



ACCOMPLISHMENTS TO DATE

- ✓ Collected vehicle trip data at local affordable housing & mixed use sites
- ✓ Updated the City travel demand forecasting model



ACCOMPLISHMENTS TO DATE

- ✓ Collected vehicle trip data at local affordable housing & mixed use sites
- ✓ Analyzed vehicle travel at local affordable housing & mixed use sites
- ✓ Studied localized project access and safety review criteria



ACCOMPLISHMENTS TO DATE

- ✓ Collected vehicle trip data at local affordable housing & mixed use sites
- ✓ Analyzed vehicle travel at local affordable housing & mixed use sites
- ✓ Studied project access and local safety review criteria
- ✓ Developed and beta tested VMT Calculator

CITY OF LOS ANGELES VMT CALCULATOR (BETA VERSION)

Project Information

Project: 3900 Figueroa Street v2
 Scenario: Scenario 12
 Address: 34.092794, -118.301990

Site Developed Area: 6.477 Acres

TDM Strategies

Carpooling: 1.00
 Bicycling: 1.00
 Walking: 1.00
 Teleworking: 1.00
 Flexible Work Hours: 1.00
 Staggered Shifts: 1.00
 Remote Work: 1.00
 Carpooling: 1.00
 Bicycling: 1.00
 Walking: 1.00
 Teleworking: 1.00
 Flexible Work Hours: 1.00
 Staggered Shifts: 1.00
 Remote Work: 1.00

Analysis Results

Proposed Project	With Mitigation
4,842	3,892
44,799	28,845
7.4	4.8
2.2	2.2

Significant VMT Impact

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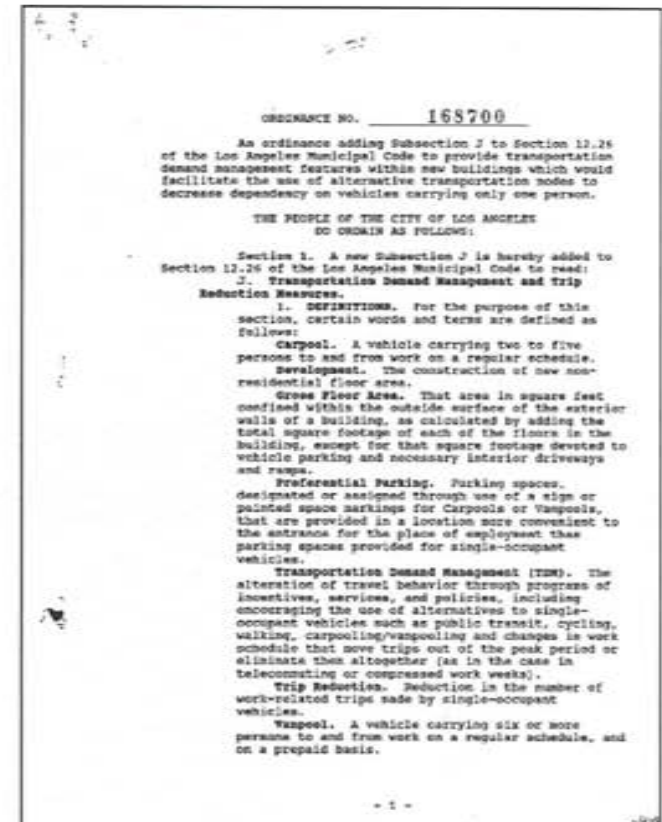


TDM MEANS MORE CHOICES



WHY UPDATE THE TDM ORDINANCE?

- Current ordinance dates to 1993
- Applicability is limited
- Features outdated mobility options
- Does not include monitoring or evaluation
- Does not serve City's mobility needs



TDM ORDINANCE GOALS & BENEFITS

Policy Goals

Improve access to destinations as our City grows while reducing single-occupancy vehicle (SOV) trips and increasing sustainable travel mode share

Some Benefits of Accomplishing Our Goals



**Better public
health outcomes**



**Improved
quality of life**



KEY TDM PROGRAM COMPONENTS

Project Targets

Single occupancy
vehicle trip
reduction target

Choices

Menu of TDM
measures applicant
may choose from to
achieve target

Feedback Loop

Monitoring and
evaluation to
improve program
effectiveness



PROPOSED TDM CHOICES

Programmatic Measures

- Transit subsidies
- Education and marketing
- Carshare membership
- Child care
- Carpool or Vanpool parking
- Parking sharing
- Mixed use
- Affordable housing
- Neighborhood Shuttles

Physical Measures

- Carshare kiosk
- Healthy food retail
- Transit information displays
- Wayfinding signage
- Local area improvements

Applicant-defined measure*



PROPOSED MONITORING & EVALUATION

Performance Targets

- Assess baseline conditions

Feedback Loop

- Measure program efficacy
- Inform transportation and land use planning

Choices

- Measure effectiveness of each choice
- Add new options over time



ACCOMPLISHMENTS TO DATE

- ✓ Collaborated with academic researchers to conduct in depth research
- ✓ Drafted technical justification
- ✓ Developed draft TDM Program concepts
- ✓ Convened TDM practitioners' workshop
- ✓ Initiated Technical Advisory Committee



NEXT STEPS

Late 2017 Initial Stakeholder Engagement

Early 2018 Release Ordinances for 60-day Comment Period

Early 2018 Staff Public Hearings

Early 2018 Launch Project Website

Mid 2018 Adopt Updated Ordinances

Late 2018 Adopt Updated Analysis Methods



See you on the streets

RUBINA GHAZARIAN

Department of City Planning

e-mail rubina.ghazarian@lacity.org

web planning.lacity.org

DAVID SOMERS

Department of Transportation

e-mail david.somers@lacity.org

web ladot.lacity.org