MODERNIZING TRANSPORTATION IN LOS ANGELES

City of Los Angeles
Departments of City Planning & Transportation
Metro Technical Advisory Committee | February 7, 2018
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.

<table>
<thead>
<tr>
<th>Development Review Metric</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level of Service (LOS)</td>
<td>More sprawl</td>
</tr>
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</table>
VMT is a better measure of the effects of land use on the transportation system.

<table>
<thead>
<tr>
<th>Development Review Metric</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Miles Traveled (VMT)</td>
<td>Projects where they make sense</td>
</tr>
</tbody>
</table>
BENEFITS OF MEASURING VMT

- Safer streets for all
- Evaluation of mitigation effectiveness
- Growth where it makes sense
- Fighting climate change
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 2015. 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

<table>
<thead>
<tr>
<th>Affordable Housing Type</th>
<th>Daily Rate (Trips per DU)</th>
<th>Average AM Peak Hr Rate (Trips per DU)</th>
<th>% AM Trips In</th>
<th>% AM Trips Out</th>
<th>Average PM Peak Hr Rate (Trips per DU)</th>
<th>% PM Trips In</th>
<th>% PM Trips Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family</td>
<td>4.08</td>
<td>0.50</td>
<td>40%</td>
<td>60%</td>
<td>0.34</td>
<td>55%</td>
<td>45%</td>
</tr>
<tr>
<td>Seniors</td>
<td>1.72</td>
<td>0.12</td>
<td>38%</td>
<td>62%</td>
<td>0.15</td>
<td>52%</td>
<td>48%</td>
</tr>
<tr>
<td>Permanent Supportive Housing / Special Needs</td>
<td>1.27</td>
<td>0.12</td>
<td>44%</td>
<td>56%</td>
<td>0.12</td>
<td>59%</td>
<td>41%</td>
</tr>
</tbody>
</table>
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
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
- Administratively manageable
KEY TDM PROGRAM COMPONENTS

**Project Targets**

Site-specific SOV trip reduction to shift mode share

**Choices**

Menu of TDM measures applicant may choose from to achieve target

**Feedback Loop**

Monitoring and evaluation to measure program effectiveness
The City proposes to exempt the following projects from TDM Program requirements:

- Projects building <16 housing units
- Projects creating <25,000 sq. ft. retail, mixed use, or non-warehouse employment
- Projects building <250,000 sq. ft. warehouse
PROPOSED TIERED APPLICABILITY

TIER 1
- ≥16 housing units
- ≥25,000 sq. ft. retail, mixed-use, non-warehouse employment

TIER 2
- ≥50 housing units
- ≥50,000 sq. ft. retail, mixed-use, non-warehouse employment

TIER 3
- ≥250 housing units
- ≥100,000 sq. ft. retail, mixed-use, non-warehouse employment
- ≥250,000 sq. ft. warehouse
- ≥250 hotel rooms
- Campus projects
- Charter schools
PROPOSED TDM CHOICES

Programmatic Measures

• Carshare membership
• Bikeshare membership
• Transit subsidies
• Education and marketing
• Child care
• HOV parking
• Parking sharing
• Parking pricing and cash out
• Mixed use & affordable housing
• Shuttle/Taxi/TNC vouchers

Physical Measures

• Bicycle parking
• Changing/Shower facilities
• Carshare kiosk/access point
• Bikeshare kiosk
• Healthy food retail in underserved area
• Transit information displays
• Wayfinding signage
• Accessibility improvements

Applicant-defined measure*
PROPOSED TIERED MONITORING REQUIREMENTS

TIER 1
• Annual Site Transportation Plan

TIER 2
• Annual Site Transportation Plan
• Site Travel Survey

TIER 3
• Annual Site Transportation Plan
• Site Travel Survey
• AVO/AVR monitoring and reporting
PROPOSED MONITORING & EVALUATION

Performance Targets

- Conduct baseline conditions assessment
- Establish performance target for Tier 3 Projects

Prioritize Data

- Prioritize data most useful to project performance evaluation

Feedback Loop

- Analyze data to measure program efficacy and progress
- Use findings to inform transportation and land use planning
ACCOMPLISHMENTS TO DATE

✓ Collaborated with academic researchers to conduct in depth research
✓ Drafted technical justification
✓ Convened regional TDM practitioners’ workshop
✓ Set TDM Ordinance goals and objectives
✓ Developed proposed TDM Program
✓ Initiated Technical Advisory Committee
NEXT STEPS

- Release Ordinances for 60-day Comment Period
- Staff Public Hearings
- Launch Project Website
- Adopt VMT & Phase In Period
- Adopt Updated Ordinance
See you on the streets

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