Joint Open House & Public Hearing

CEQA Appendix G & Transportation Section Update

Departments of City Planning and Transportation

Central

City Hall East
Enter from: 200 North Main St, 90012
3rd Floor, Room 351
Wednesday, November 28, 6:00-8:00 p.m.

Valley

Marvin Braude Constituent Service Center
6262 Van Nuys Blvd, 91401
1st Floor Meeting Room
Thursday, November 29, 5:00-7:00 p.m.

Harbor

Kaiser Permanante South Bay North Hospital
25965 S. Normandie Ave, 90710
1st Floor, Room NH3
Tuesday, December 4, 5:00-7:00 p.m.

Westside

Henry Medina Building
11214 West Exposition Blvd
2nd Floor, Roll Call Room
Thursday, December 6, 5:00-7:00 p.m.

Compliance with Senate Bill 743

- Senate Bill 743 was signed into law in 2013, which requires a shift in the way California cities measure environmental impacts. The Office of Planning and Research is requiring all cities to measure transportation impacts with vehicle miles traveled to determine the significance of transportation-related impacts under CEQA.

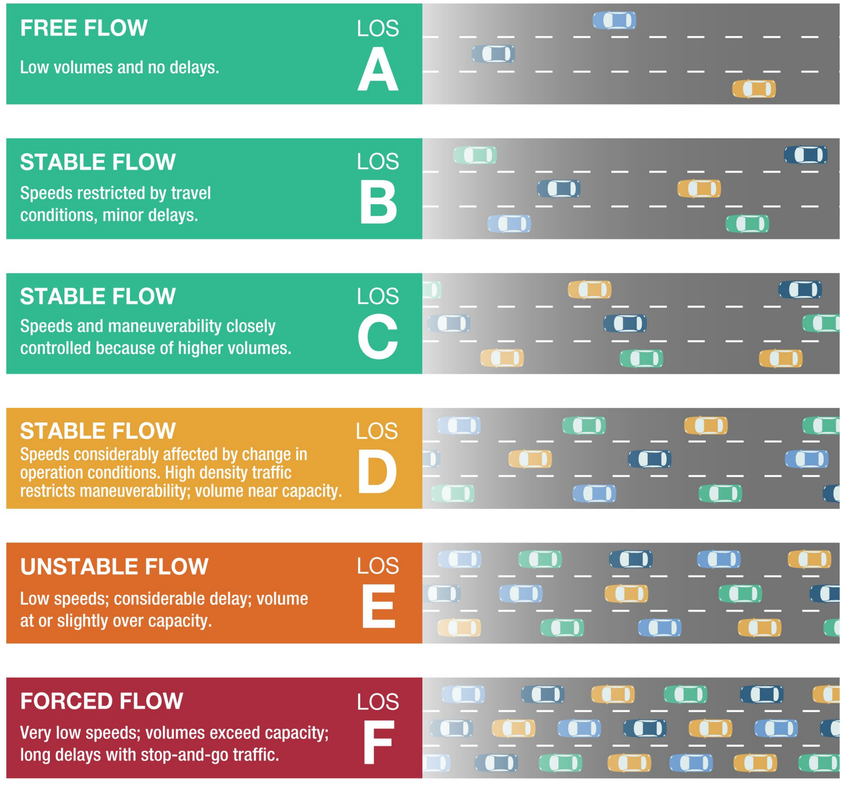
- All California cities must update their transportation impact analysis metrics from level of service to vehicle miles traveled before July 1, 2020.

- The Los Angeles Department of Transportation (LADOT) is also revising its Transportation Assessment Guidelines to include project-level transportation evaluation outside of the requirements under CEQA. The update will help to better assess how proposed projects may affect the City's transportation system.

Current Metric: Level of Service (LOS)

HOW TO MEASURE LOS

Currently CEQA transportation impacts are measured by LOS, which is a measure of traffic delay at signalized intersections or roadway segments. LOS rates street operations and traffic flow conditions using a letter-grade system ranging from A, or free-flow conditions with little or no delay, to F, or gridlocked conditions with excessive delays.



Source: Utah Department ofTransportation

LOS MITIGATIONS

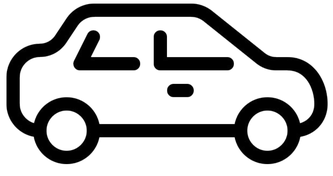
A project with significant LOS transportation impacts generally mitigates those impacts by widening intersections, installing traffic signals, and/or changing signal timing.

Broadway & Cesar Chavez in Downtown

Updated Metric: Vehicle Miles Traveled (VMT)

HOW TO MEASURE VMT

VMT captures the number of automobile trips generated by a proposed development, multiplied by the estimated number of miles driven for each trip. This figure is divided by the number of residents (VMT per capita) or employees (VMT per employee).

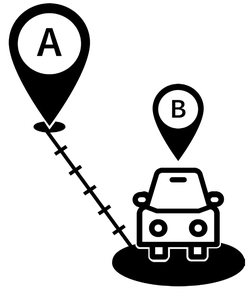


Number of automobile trips

X

Number of miles driven

=



Vehicles Miles Traveled

HOW TO REDUCE AND MITIGATE VMT

A project with significant VMT-inducing transportation impacts can mitigate those impacts by selecting from a list of mitigation measures based on available evidence of demonstrated ability to reduce VMT.

Commute Trip Reductions:

- Ride-share
- Vanpool

Shared Mobility:

- Car-share
- Bike share
- School carpool

Bicycle Infrastructure:

- On-street bicycle facilities
- Bike parking
- Bike lockers, showers

Parking Measures:

- Unbundle parking
- Parking cash-out
- Residental area parking permits

Transit Improvements:

- Reduce transit headways
- Neighborhood shuttle
- Transit subsidies

Education & Encouragement:

- Promotions and marketing of transportation options

Neighborhood Enhancements:

- Traffic calming improvements
- Pedestrian network improvements

Updating the Transportation Assessment Guidelines

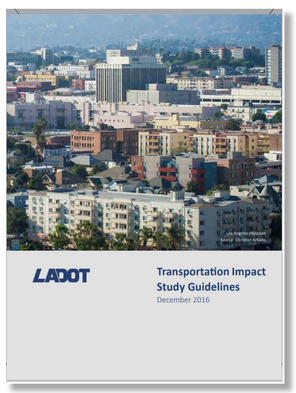
LADOT's Transportation Assessment Guidelines require land use proposals to conduct local analyses to evaluate how projects affect the access, circulation, and safety of all users of the transportation system. LADOT is updating the Transportation Assessment Guidelines to provide direction on how to analyze transportation impacts using vehicle miles traveled.

TODAY

Transportation Impact Study Guidelines require proposed projects to report:

Environmental impacts related to transportation by studying:

- Changes to Level of Service (LOS)
- Estimated cut-through traffic on residential streets
- Anticipated congestion on regional facilities
- Anticipated delays on nearby freeways



TO BE UPDATED EARLY 2019

Transportation Assessment Guidelines will require proposed projects to report:

Environmental impacts related to transportation by assessing:

- Conflicts with a City program, plan, ordinance, or policy
- Substantial increase in vehicle miles traveled
- Substantial inducement of additional automobile travel
- Geometric design hazards

Other non-CEQA impacts to transportation system by assessing:

- Adequacy of pedestrian, bicycle and transit facilities
- Project access and circulation for all users
- Project construction impacts on transportation
- Estimated cut-through traffic on residential streets

Forecasting Travel Patterns using Local Data

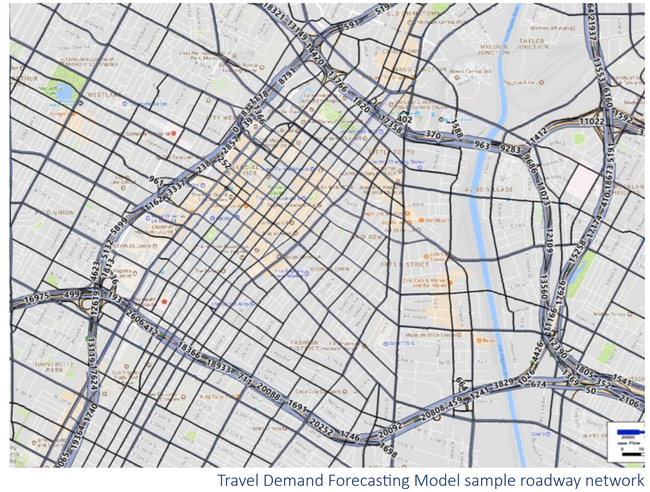
IMPROVED ABILITY TO ESTIMATE FUTURE TRAVEL PATTERNS

The **Travel Demand Forecasting Model** is used to evaluate land use scenarios and transportation system alternatives.

The City recently updated its Travel Demand Forecasting Model by calibrating and validating with local data sources.

The City collected local data, such as vehicle, bicycle, and transit trip counts in order to take into account more localized trips and improve ability to estimate future travel patterns, from the following local development sites:

- Multi-family housing
- Affordable housing
- Creative office
- Mixed use

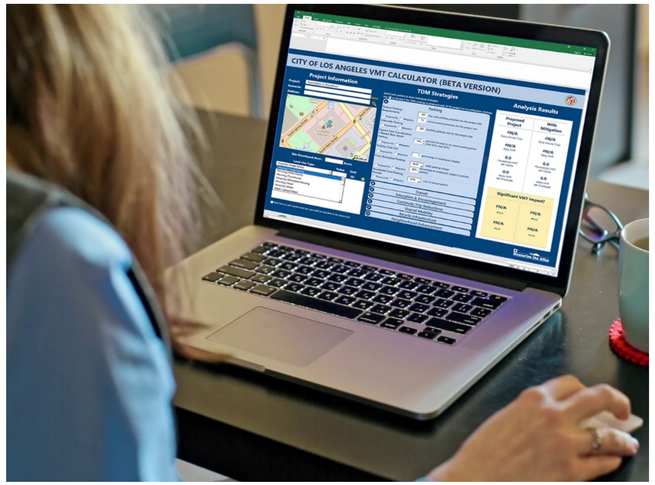


Travel Demand Forecasting Model sample roadway network

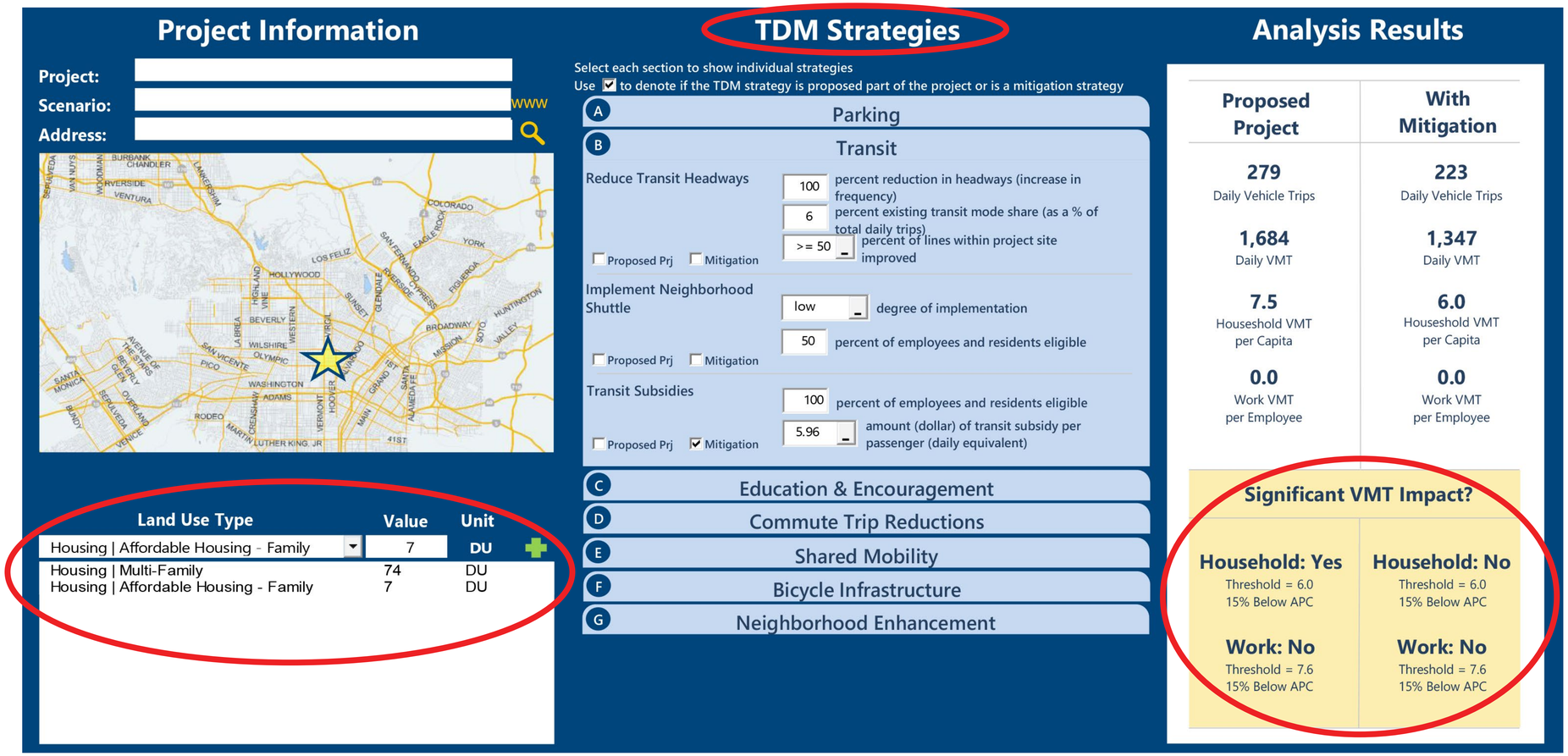
The City utilized more robust data sources to improve forecasts of average trip length and future travel patterns.

Analyzing VMT

THE VMT CALCULATOR WAS DEVELOPED TO ANALYZE PROJECTS' CEQA IMPACTS RELATED TO TRANSPORTATION



- The VMT Calculator was developed based off of the Travel Demand Forecasting Model.
- Most land use projects will analyze impacts using the VMT Calculator.
- Land use plans and certain land use projects will analyze impacts using the Travel Demand Forecasting Model.
- The VMT Calculator will be available on the LADOT's website.



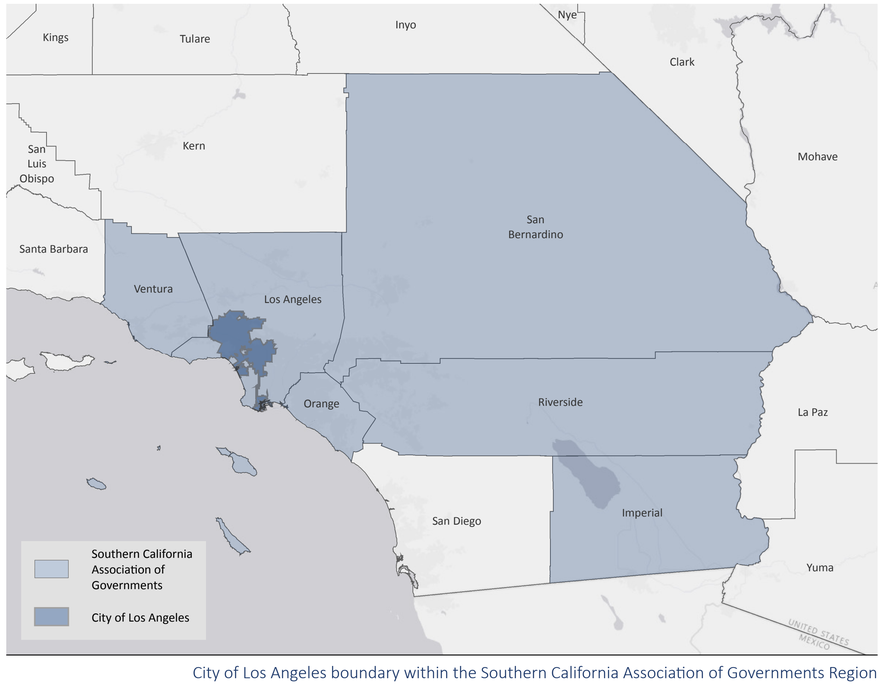
- Input the project address, use, and intensity
- If a project is found to have impacts, a list of VMT reducing mitigation measures is provided.
- The analysis results report if the project has significant VMT impacts, compared to the local thresholds.

Recommended Local Thresholds

STATE RECOMMENDED CEQA IMPACT CRITERIA THRESHOLDS

The State recommends setting the significant impact criteria threshold for residential and office projects to 15% below the existing VMT per capita of the Southern California Association of Governments region. However, the Department of City Planning and LADOT are recommending a more context-sensitive approach that acknowledges the vast scale of the Southern California region.

CITY OF LOS ANGELES VMT COMPARED TO REGION		
	VMT per capita	VMT per employee
Los Angeles	9.3	12.9
SCAG Region	17.2	21.3

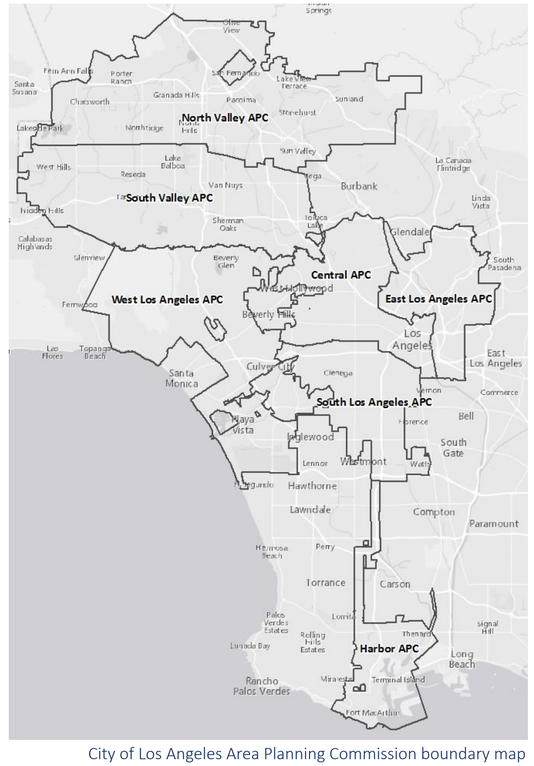


City of Los Angeles boundary within the Southern California Association of Governments Region

CITY OF LOS ANGELES RECOMMENDED CEQA IMPACT CRITERIA THRESHOLDS

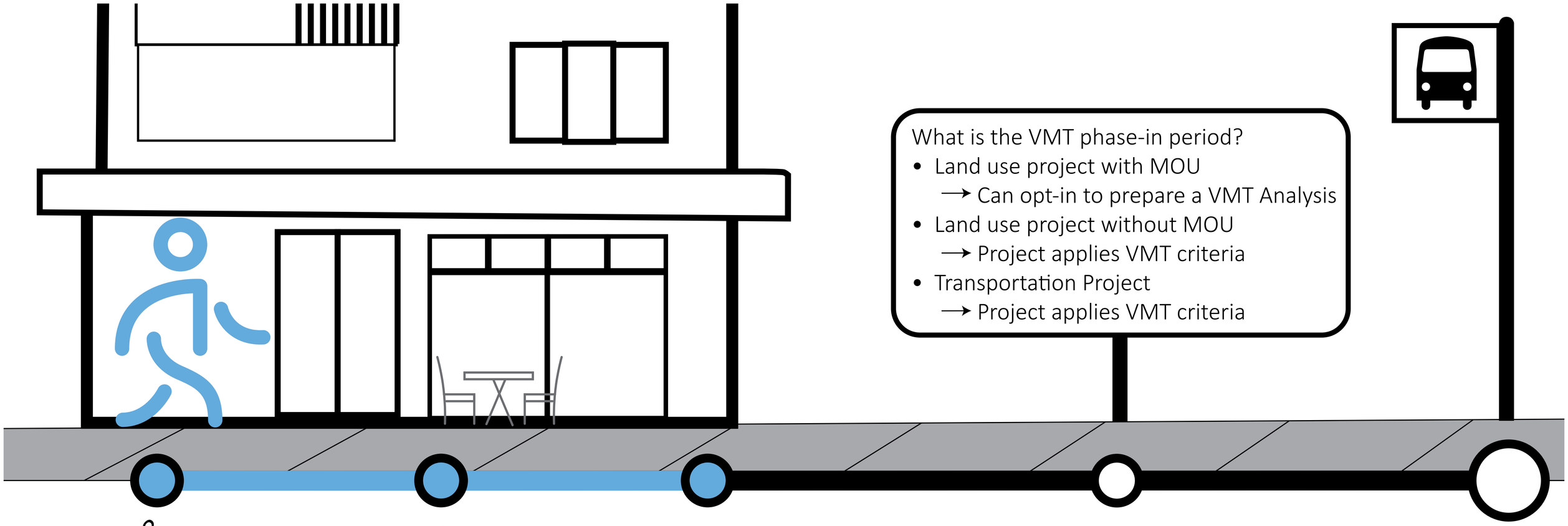
DCP and LADOT recommends comparing the estimated VMT of a project to the average VMT per capita observed within the boundaries of their respective Area Planning Commission.

CITY OF LOS ANGELES VMT BY APC		
Area Planning Commision	VMT per capita	VMT per employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1



City of Los Angeles Area Planning Commission boundary map

Next Steps



* Opportunity for public comment