

TRANSPORTATION DEMAND MANAGEMENT ORDINANCE FREQUENTLY ASKED QUESTIONS Updated January 2020



What is the City of Los Angeles Transportation Demand Management (TDM) Program?

The Transportation Demand Management (TDM) Program is an update to the citywide TDM ordinance that delivers on the City's promise to encourage more sustainable development and transportation options for all Angelenos.

Why is the TDM Ordinance being updated?

An update to the citywide TDM ordinance will improve access to destinations as the City grows by reducing drive alone trips and increasing sustainable travel mode share for new projects. This effort addresses challenges Angelenos face, like congestion, air quality, and difficulty in accessing jobs and services. The TDM Program offers solutions that are good for the environment and good for Angelenos.

How will the proposed TDM Program work?

The TDM Program will apply to new development projects that exceed a certain threshold based on size and land use. Applicants that are part of the TDM Program will implement TDM strategies from a menu of options to offset a project's point target, or estimated drive alone trips. The menu includes a variety of travel options that support residents, visitors, and employees in making sustainable travel choices. The selected strategies will be recorded as a condition of approval for proposed projects. Should there be a need for adjustment, projects will have opportunities to alter their TDM Plan over time.

What is the menu of options?

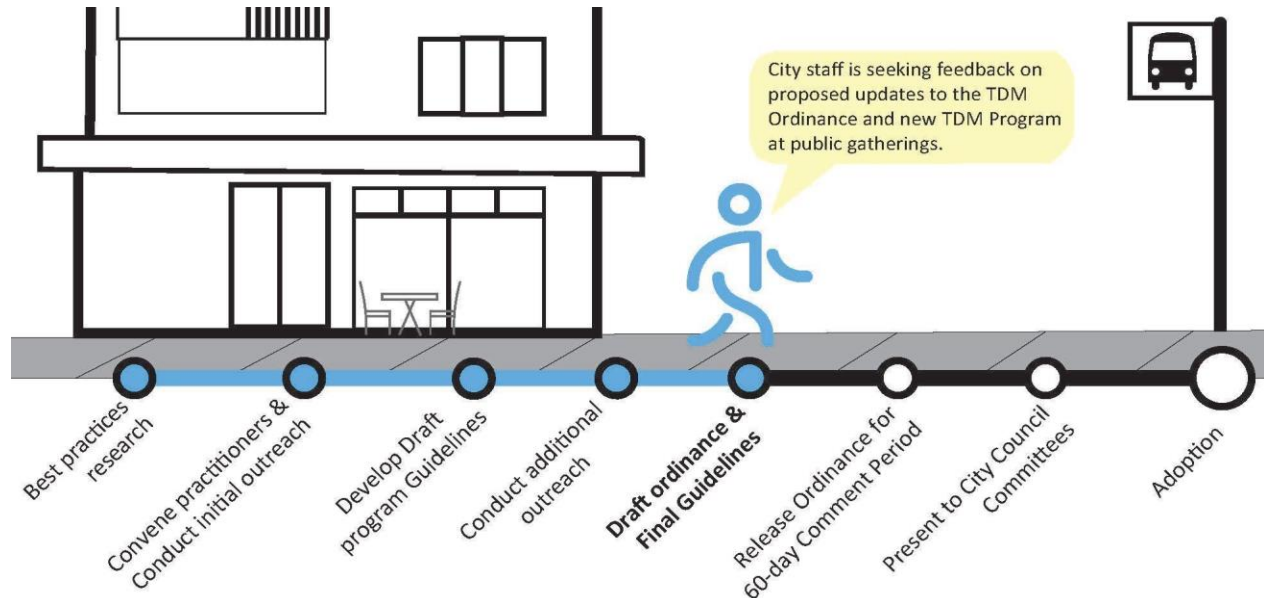
The menu of options includes strategies that have been proven to reduce drive alone trips. Strategies like transit subsidies, carshare, shuttle services, bike share, on-demand mobility, real time information, and more can be designed into the project or implemented off-site to reduce drive alone trips. The menu includes options suitable for different project types throughout the city. The menu will be updated over time to include new and innovative solutions.

What examples of TDM exist in Los Angeles today?

Citywide, thirteen Specific Plan areas have TDM requirements. A few examples include, the Warner Center Specific Plan, which calls for the formation of a Transportation Management Organization (TMO). Since formation, the TMO has expanded the commute options of 35,000 Warner Center employees, including increased trips by carpool, transit, and bicycling. In 2010, the Century City TMO developed a website that connects employees with trip planning information and tools. By 2012, employees logged 27,400 trips using sustainable modes and recorded a reduction of approximately 218,000 pounds of CO₂ and 527,000 vehicles miles traveled. Various similar examples can be found nationwide in cities like Santa

Monica, San Francisco, Austin, and Seattle that demonstrate the effectiveness of TDM strategies in improving mobility options and quality of life.

What is the proposed ordinance update process?



Where can I find more information?

Sign up for our mailing list by emailing ladot.tdm@lacity.org

Visit the project webpage:

<http://ladot.lacity.org/what-we-do/planningdevelopment-review/transportation-planning-policy>

If I have additional questions about TDM, who can I contact?

David Somers, Los Angeles Department of Transportation
Phone: 213.972.5966 / Email: david.somers@lacity.org

Jonathan Ayon, Los Angeles Department of City Planning
Phone: 213.978.1877 / Email: jonathan.ayon@lacity.org