

MODERNIZING TRANSPORTATION IN LOS ANGELES



City of Los Angeles
Departments of City Planning & Transportation



MEETING AGENDA

- 1 Welcome & Introduction
- 2 Update to Transportation Analysis Methods
- 3 Update to Transportation Demand Management (TDM) Ordinance
- 4 Q + A



TRANSPORTATION IN LOS ANGELES



7,500
miles of
public streets



64,000
people walk to
work everyday



16,000
people bike to
work everyday



1.5 million
average Metro
weekday boardings



47%
of all trips
< 3 miles



84%
< 3-mile trips
made in car



300 days
of good
weather

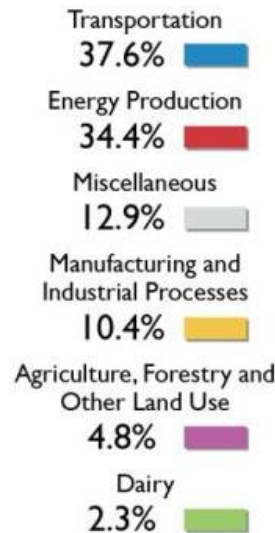


WHY MODERNIZE TRANSPORTATION IN LOS ANGELES?

TO AVOID

- **57 unhealthy air days** in 2012
- **2,000+ premature yearly deaths** attributed to air pollution from vehicles
- Typical households **spend 15-20% of income on transportation**
- **36,000+ people injured or killed** in motor vehicle collisions per year (100 per day)
- **37% of California's greenhouse gas emissions** from transportation

Sources of Greenhouse Gas Emissions in California



Source: California Air Resources Board



WHY MODERNIZE TRANSPORTATION IN LOS ANGELES?

TO ACHIEVE

- + Better public health by improving air quality
- + Offer affordable travel options, reducing household costs
- + Save lives by reducing collision risk
- + Fight global climate change





WHY MODERNIZE TRANSPORTATION IN LOS ANGELES?

TO GROW SUSTAINABLY

TODAY

- 3,800,000 people
- 1,600,000 jobs

Los Angeles in 2040

- 4,609,400 people  +21%
- 2,169,100 jobs  +35%

Source: SCAG 2016 Regional Transportation Plan (RTP)



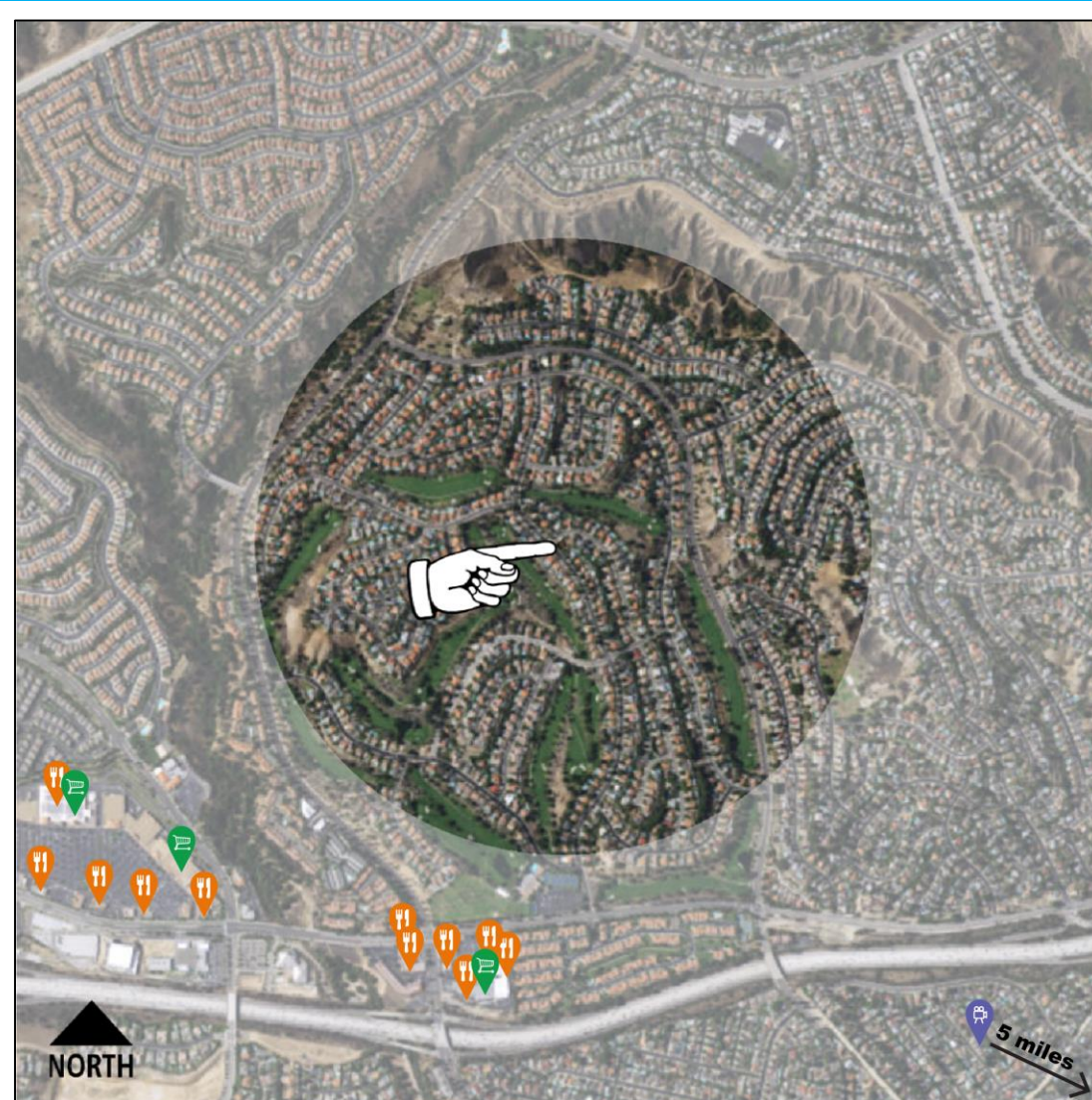
UPDATED ANALYSIS METHODS

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**.



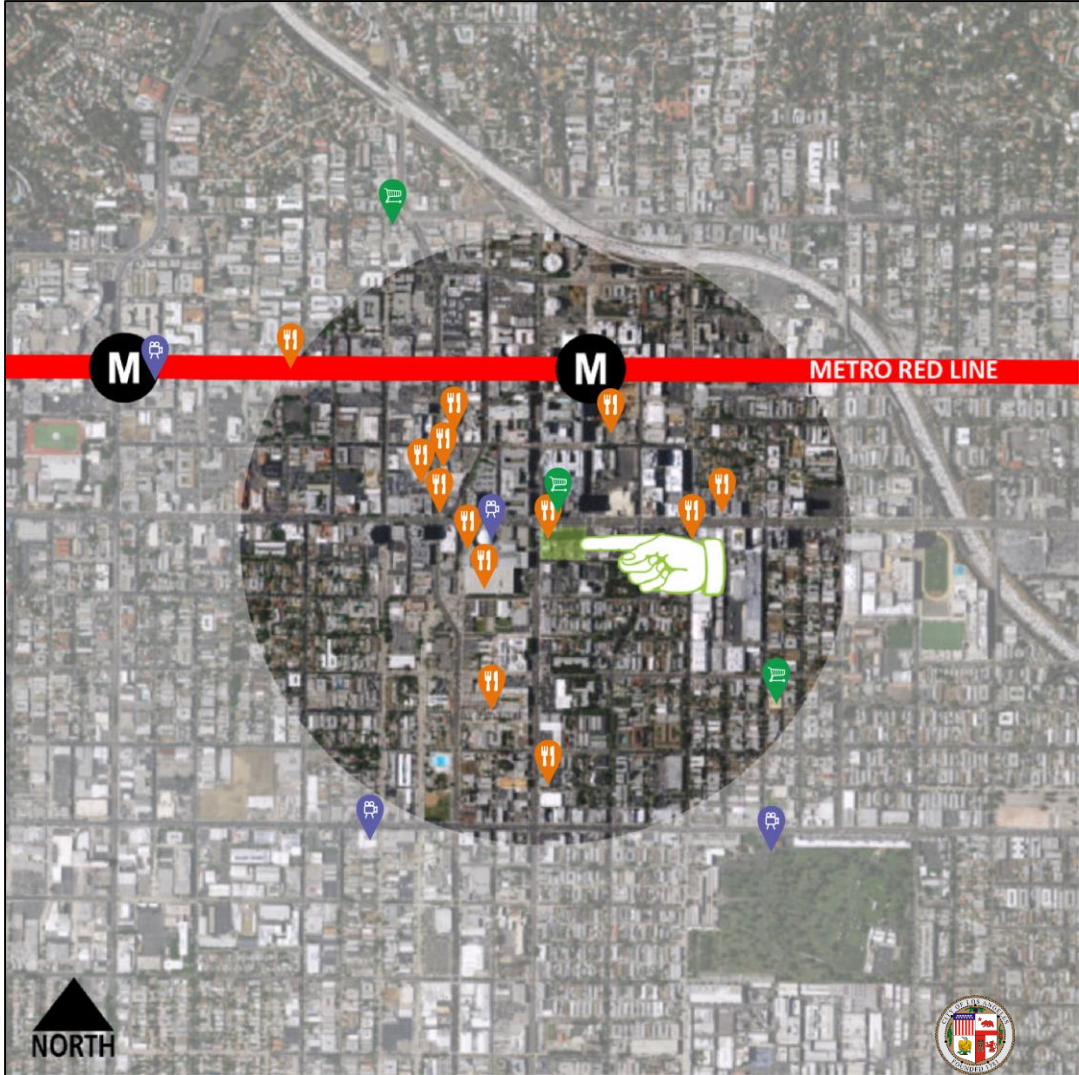
Using **vehicle delay** to evaluate land use projects restricts efficient development



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



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 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

<i>Affordable Housing Type</i>	<i>Daily Rate (Trips per DU)</i>	<i>Average AM Peak Hr Rate (Trips per DU)</i>	<i>% AM Trips In</i>	<i>% AM Trips Out</i>	<i>Average PM Peak Hr Rate (Trips per DU)</i>	<i>% PM Trips In</i>	<i>% PM Trips Out</i>
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

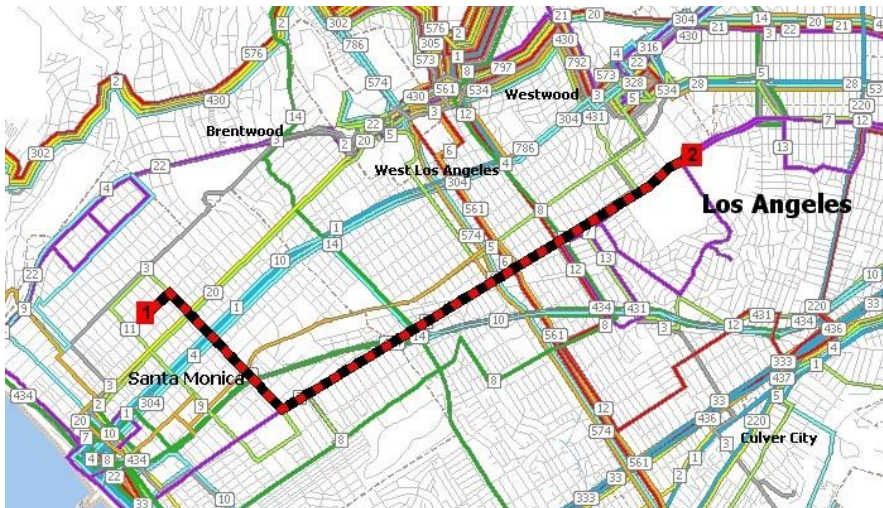
Transportation Impact
Study Guidelines

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

Land Use Type:
 Housing | Multi-Family
 Housing | Hotel
 Housing | Motel
 Retail | General Retail
 Retail | High Turnover Sit Down Restaurant
 Retail | Quality Restaurant
 Office | General Office

TDM Strategies

Use the sliders to show individual strategies. Use the checkboxes to choose if the TDM strategy is proposed part of the project or a mitigation strategy.

Parking

Reduce Parking Requirements: 40 (city code parking provision for the project site)

Unbundle Parking: 300 (monthly parking provision for the project site)

Express Park Coordination / Market Rate Street Parking: 14% (percent increase in on-street parking spaces (min 25%, max 50%))

Parking Cash-Out: 7 (percentage of employees eligible)

Pricing Workplace Parking: \$100 (daily parking charge)

Residential Area Parking Permits: \$200 (cost of annual permit)


Analysis Results

Proposed Project	With Mitigation
6,042 Daily Vehicle Trips	3,891 Daily Vehicle Trips
44,799 Daily VMT	28,845 Daily VMT
7.4 Household VMT per Capita	4.8 Household VMT per Capita
11.3 Work VMT per Employee	7.2 Work VMT per Employee

Significant VMT Impact

Project Information

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WHY UPDATE THE TDM ORDINANCE?

City's current ordinance:

- Dates to 1993
- Features outdated mobility options
- Does not include monitoring or evaluation
- Out of sync with regional and statewide policy shift



GOALS & BENEFITS

Policy Goal

Improve people's access to destinations as the population grows by shifting travel from driving alone to sustainable travel choices

Benefits of Accomplishing our Goal



**Better public
health outcomes**



**Improved
quality of life**



**Administratively
manageable**



KEY PROGRAM COMPONENTS

Project Targets

Site-specific SOV trip reduction target 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



PROPOSED EXEMPTIONS

The City proposes to **exempt** the following projects:

- 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

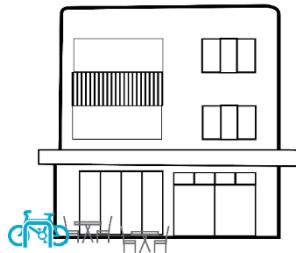


PROPOSED APPLICABILITY

LEVEL 1

Projects proposing to build:

- ≥ 16 housing units
- $\geq 25,000$ sq. ft. retail, mixed-use, non-warehouse employment



PROJECTS LIKE Urban Village: 45 units

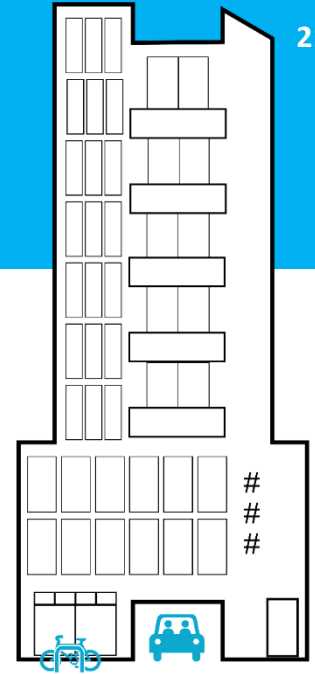


PROPOSED APPLICABILITY

LEVEL 2

Projects proposing to build:

- ≥50 housing units
- ≥50,000 sf. retail, mixed-use, non-warehouse employment



PROJECTS LIKE 1133 Hope St: 28-story, 200 units

1400 S Figueroa St: 7-story mixed-use, 110 units

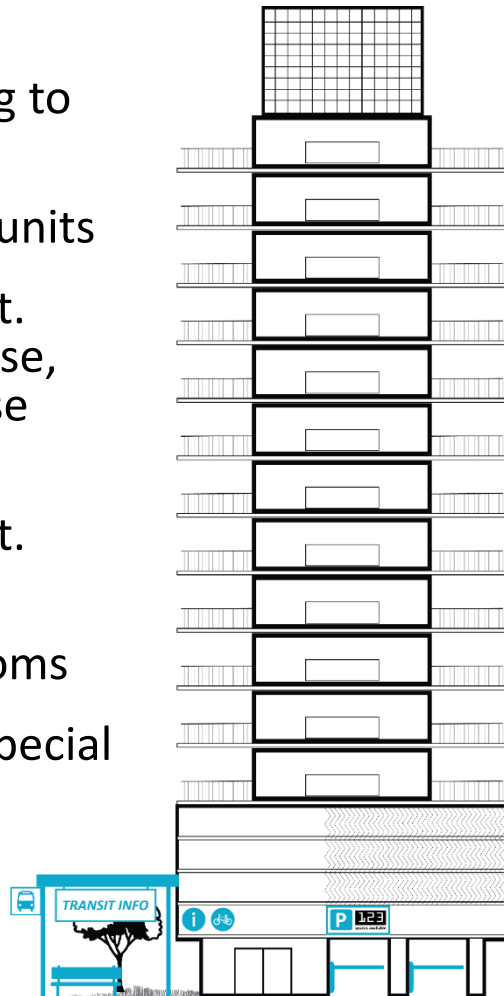


PROPOSED APPLICABILITY

LEVEL 3

Projects proposing to build:

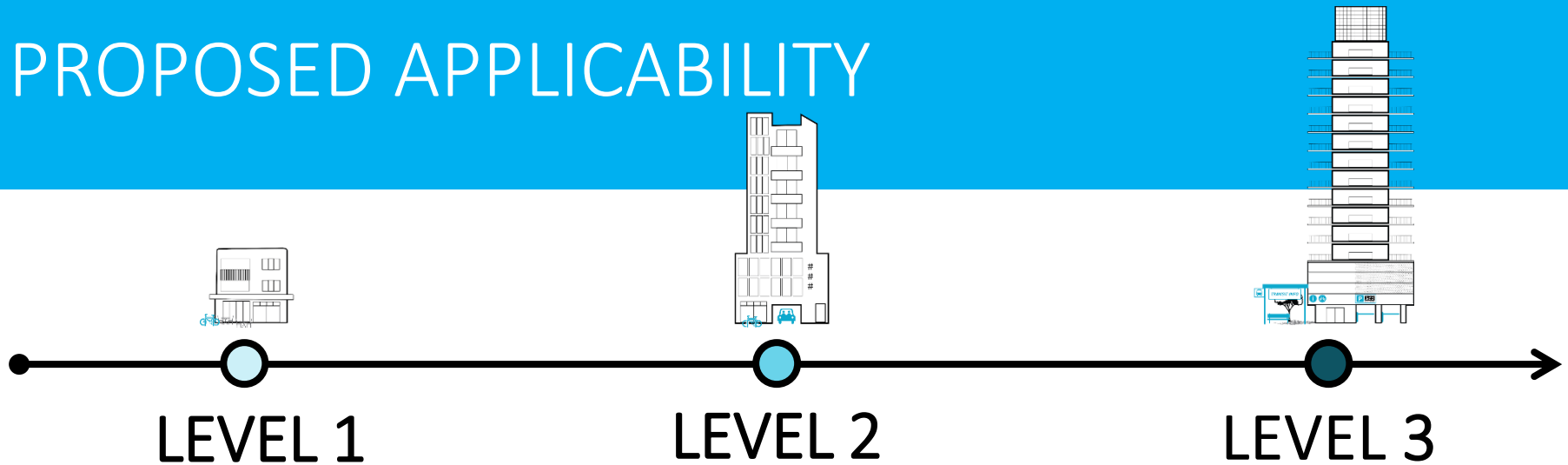
- ≥ 250 housing units
- $\geq 100,000$ sq. ft. retail, mixed use, non-warehouse employment
- $\geq 250,000$ sq. ft. warehouse
- ≥ 250 hotel rooms
- Campus and special use projects



PROJECTS LIKE 1200 S Figueroa:
35-story, 648 housing units, 48,000 sq. ft. retail



PROPOSED APPLICABILITY



LEVEL 1

- ≥ 16 housing units
- $\geq 25,000$ sq. ft. commercial

LEVEL 2

- ≥ 50 housing units
- $\geq 50,000$ sq. ft. commercial

LEVEL 3

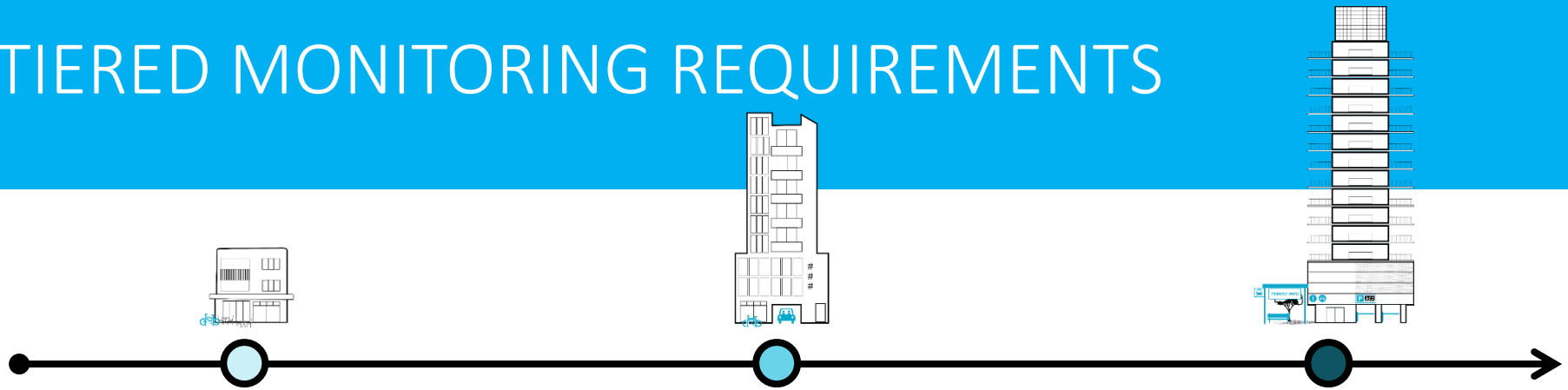
- ≥ 250 housing units
- $\geq 100,000$ sq. ft. commercial
- $\geq 250,000$ sq. ft. warehouse
- ≥ 250 hotel rooms
- Campus and special use projects



CHOICES IN ACTION



TIERED MONITORING REQUIREMENTS



LEVEL 1

- Annual Site Transportation Plan

LEVEL 2

- Annual Site Transportation Plan
- Site Occupant Travel Survey data

LEVEL 3

- Annual Site Transportation Plan
- Site Occupant Travel Survey data
- Employment Sites: AVR (Average Vehicle Ridership) reporting



MONITORING & EVALUATION OBJECTIVES

Performance Targets

- Assessment of baseline conditions
- Establish performance target for Level 3 Projects

Prioritize Data

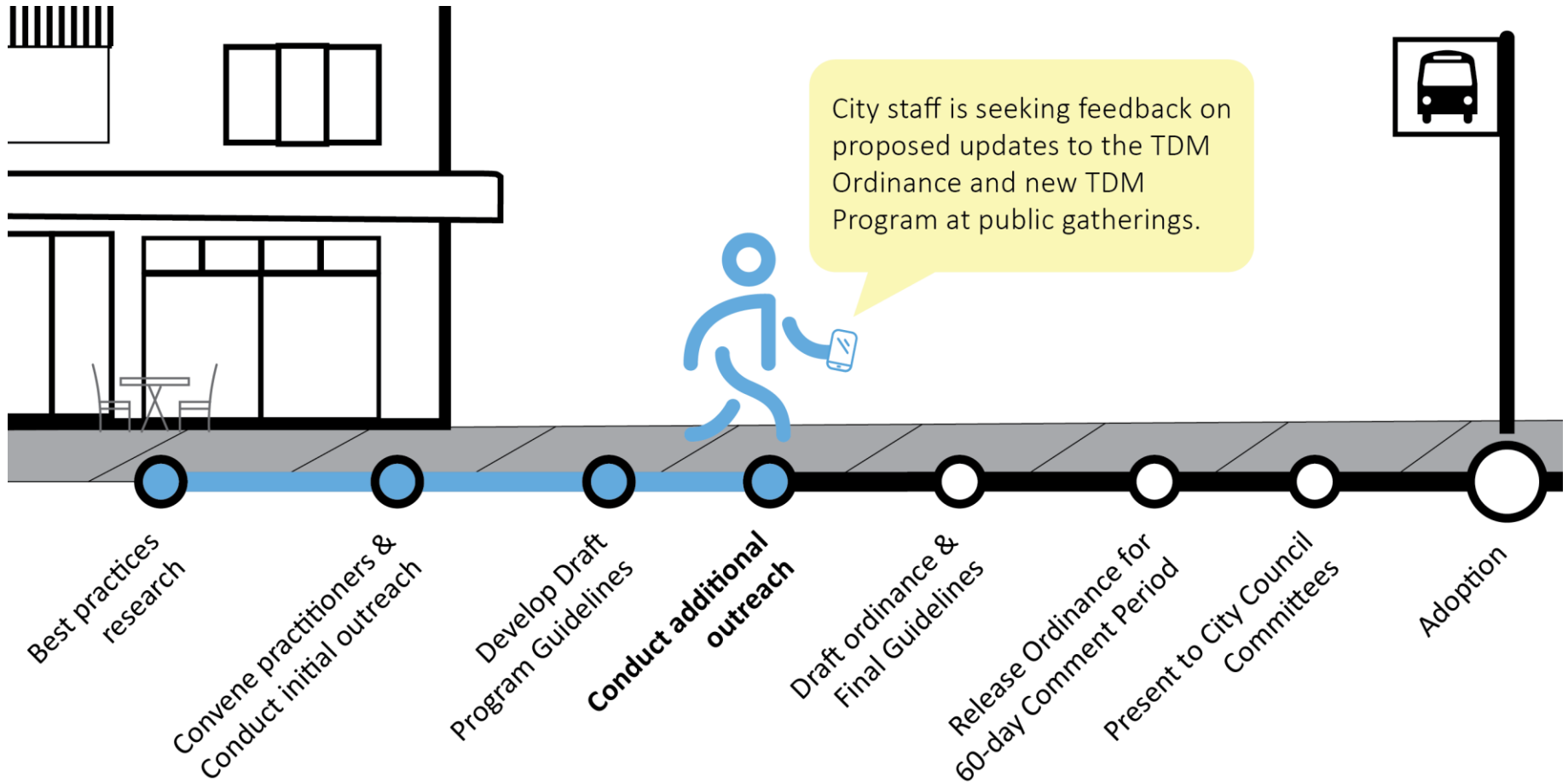
- Prioritize most useful data for project performance evaluation

Feedback Loop

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



NEXT STEPS



See you on the streets

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