



Moving LA's Transportation

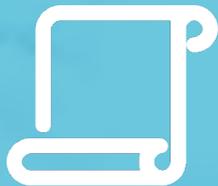
FROM POLICY TO PRACTICE



Transportation policy is evolving

CALIFORNIA & LOS ANGELES ARE LEADING THE WAY





California Complete Streets Act



California Senate Bill 743



LA County Measure M



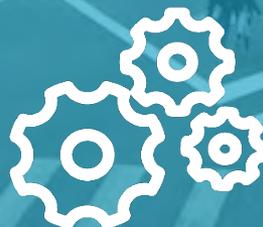
LA Vision Zero Action Plan



LA Mobility Plan 2035



Sustainable City pLAn



LA Mayor ED 1 Great Streets

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
toward active
transportation



Transportation Tech Innovations



The Rise of Shared Mobility

From LOS to VMT

LOS

measures vehicle capacity,

or how many can be moved through our roadways.

VMT

measures vehicle miles traveled,

or how a project impacts overall travel to our destinations.

By moving from LOS to VMT, we can

evaluate the impact of all modes, encourage infill development, and promote mode shift.

Can I get there?

Accessibility

How can I get there?

Mode Share

How far do I have to go?

Vehicle Miles Traveled (VMT)

New Metrics to Gauge Progress

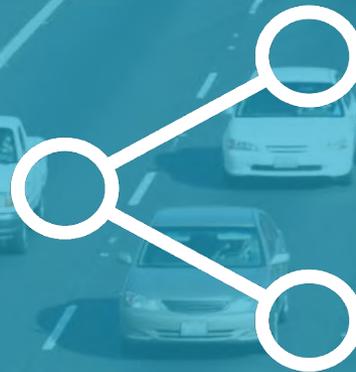




Affordable
housing & mixed
use vehicle trip
adjustments

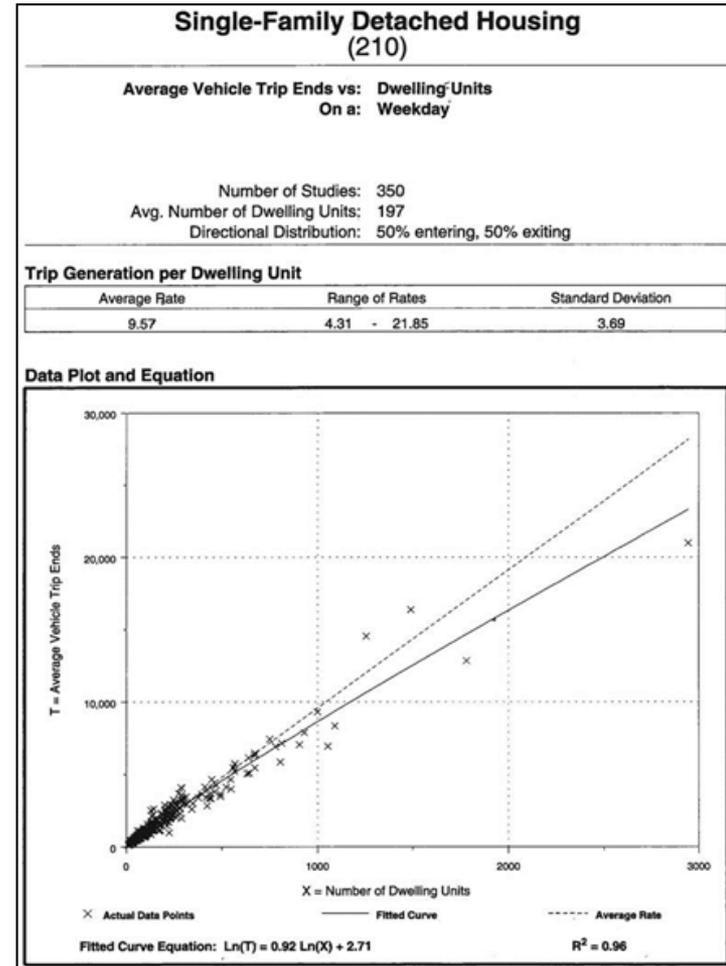
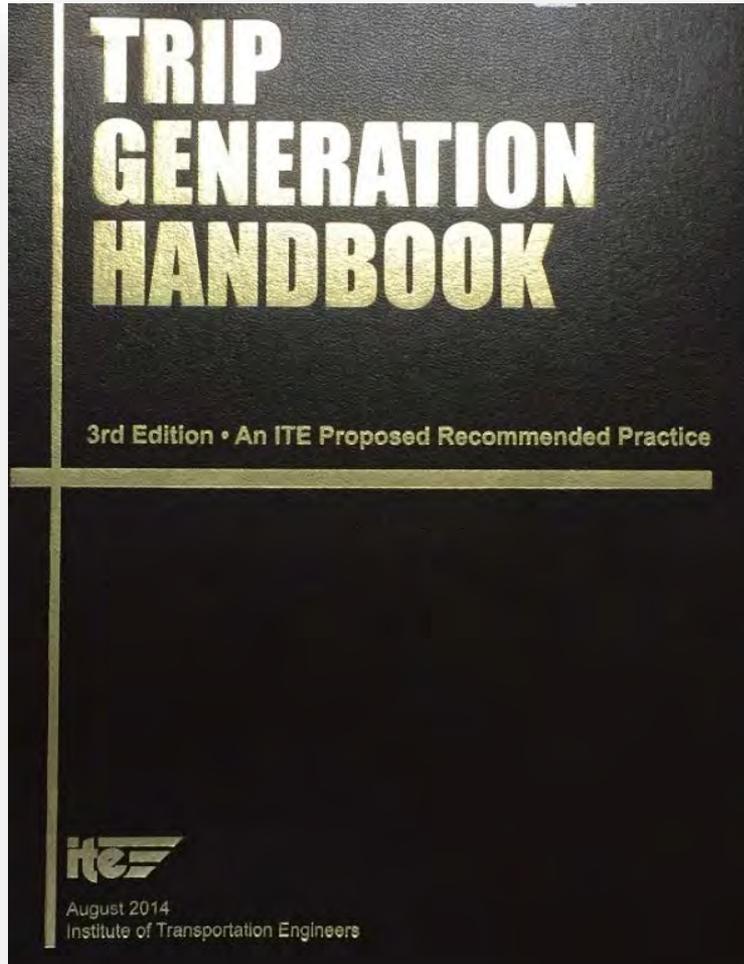


Localized trip
generation rates
& VMT



Travel Demand
Forecasting
(TDF) Model

Trip Generation



Accounting for Development Context

THE 7 D'S THAT INFLUENCE VMT



Density



Diversity



Design



Destinations



Distance to Transit

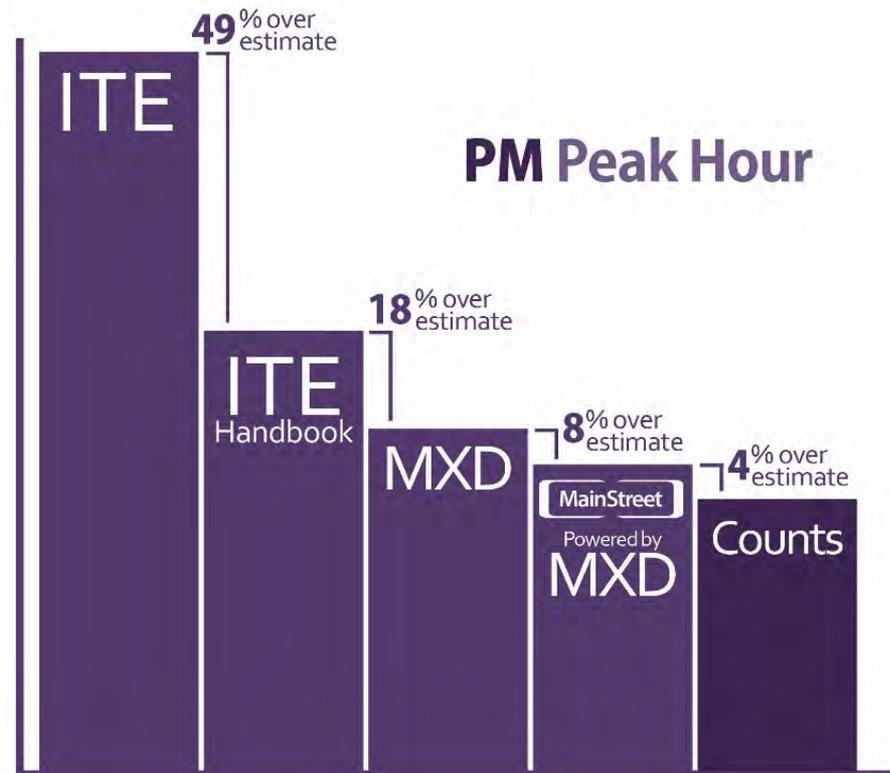
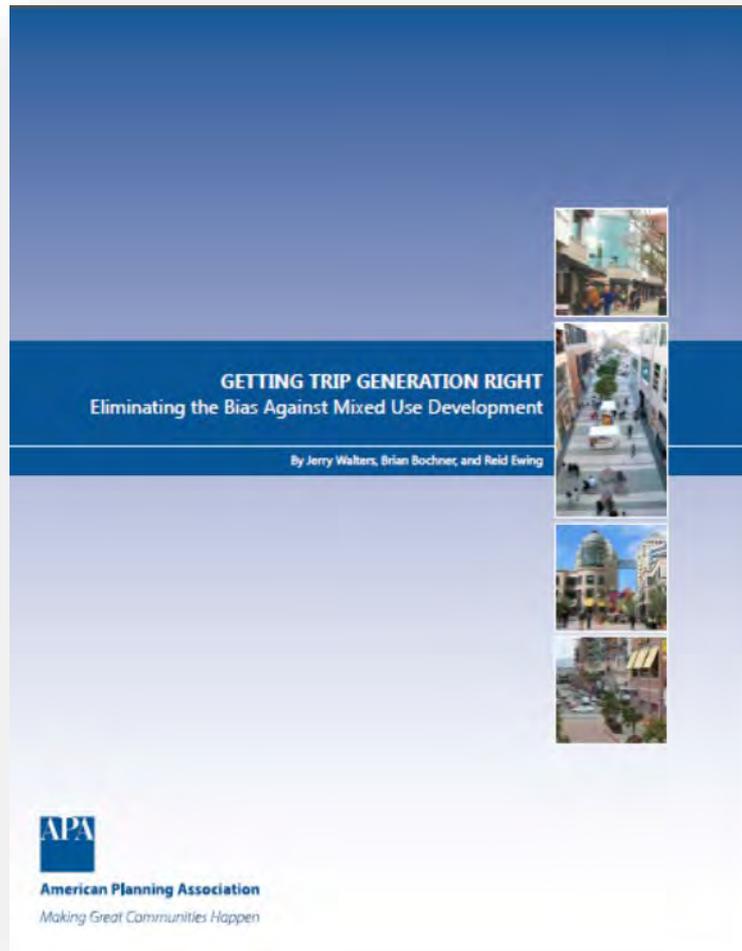


Development Scale



Demographics

Accounting for Trends

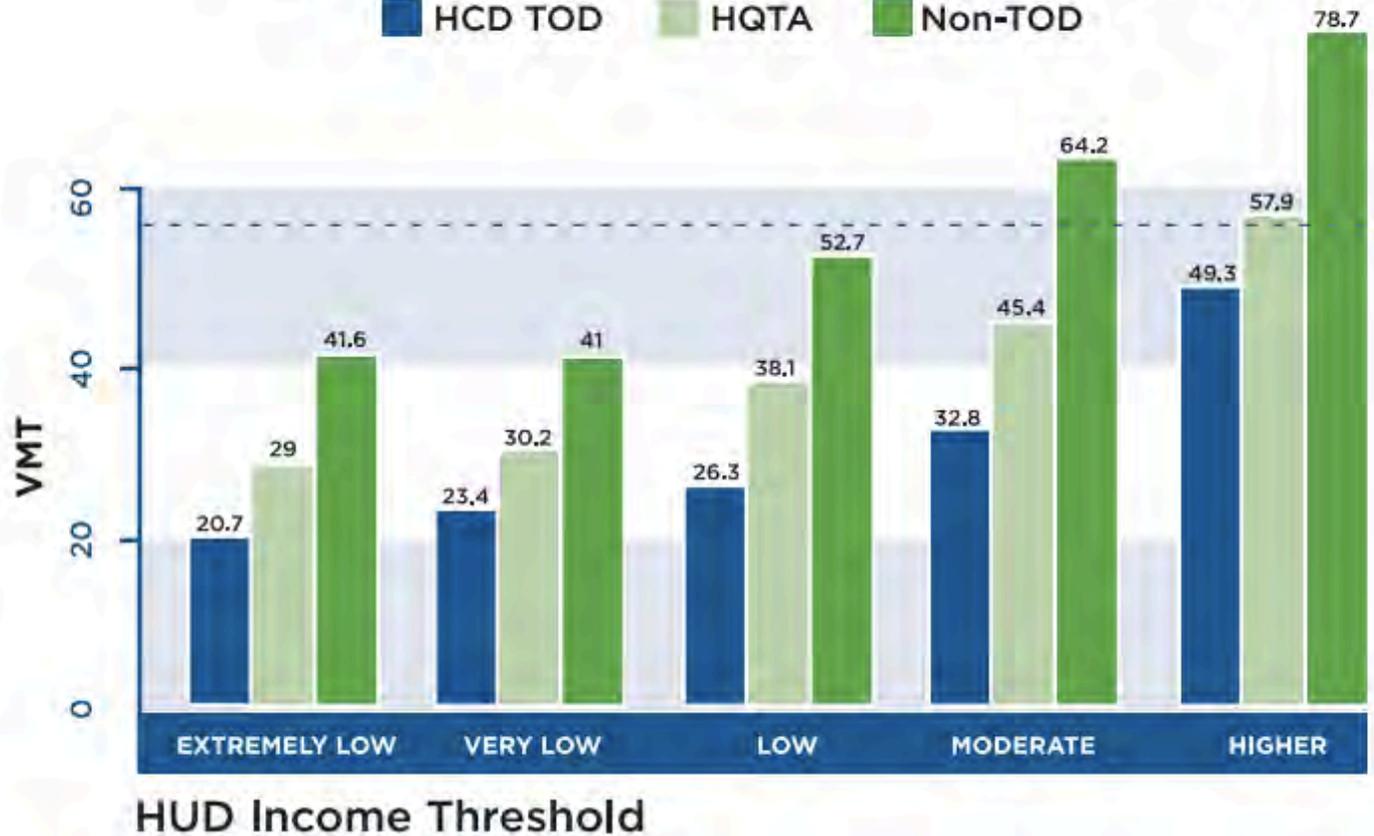


Evidence of Affordable Housing's Low VMT



Household Vehicle-Miles Traveled (VMT) per Day

HCD TOD HQTAs Non-TOD



Source: 2013
California Household
Travel Survey (CHTS)

Affordable Housing Data Collection

TRIPS AND PARKING

Data Collection Factors

- Transit Proximity
- Retail jobs proximity

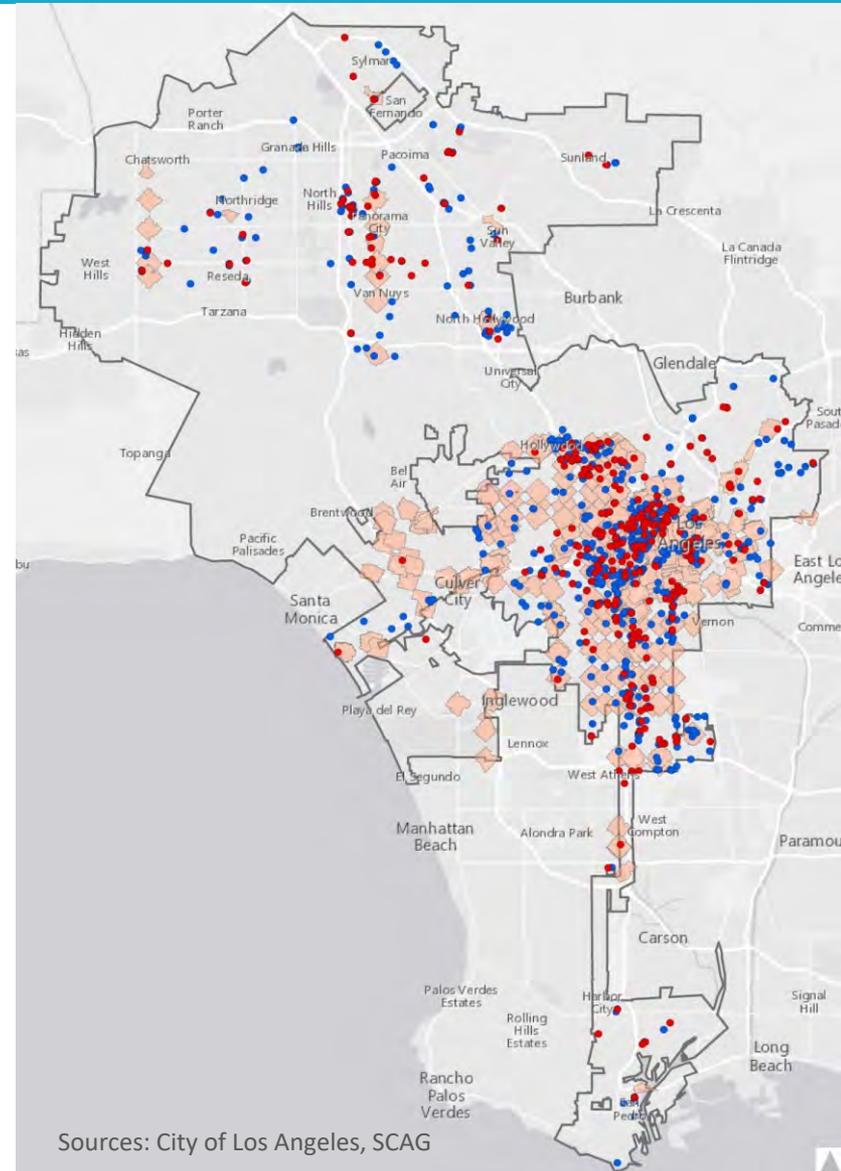
● HCIDLA Projects 2003 to Present

● Comprehensive List

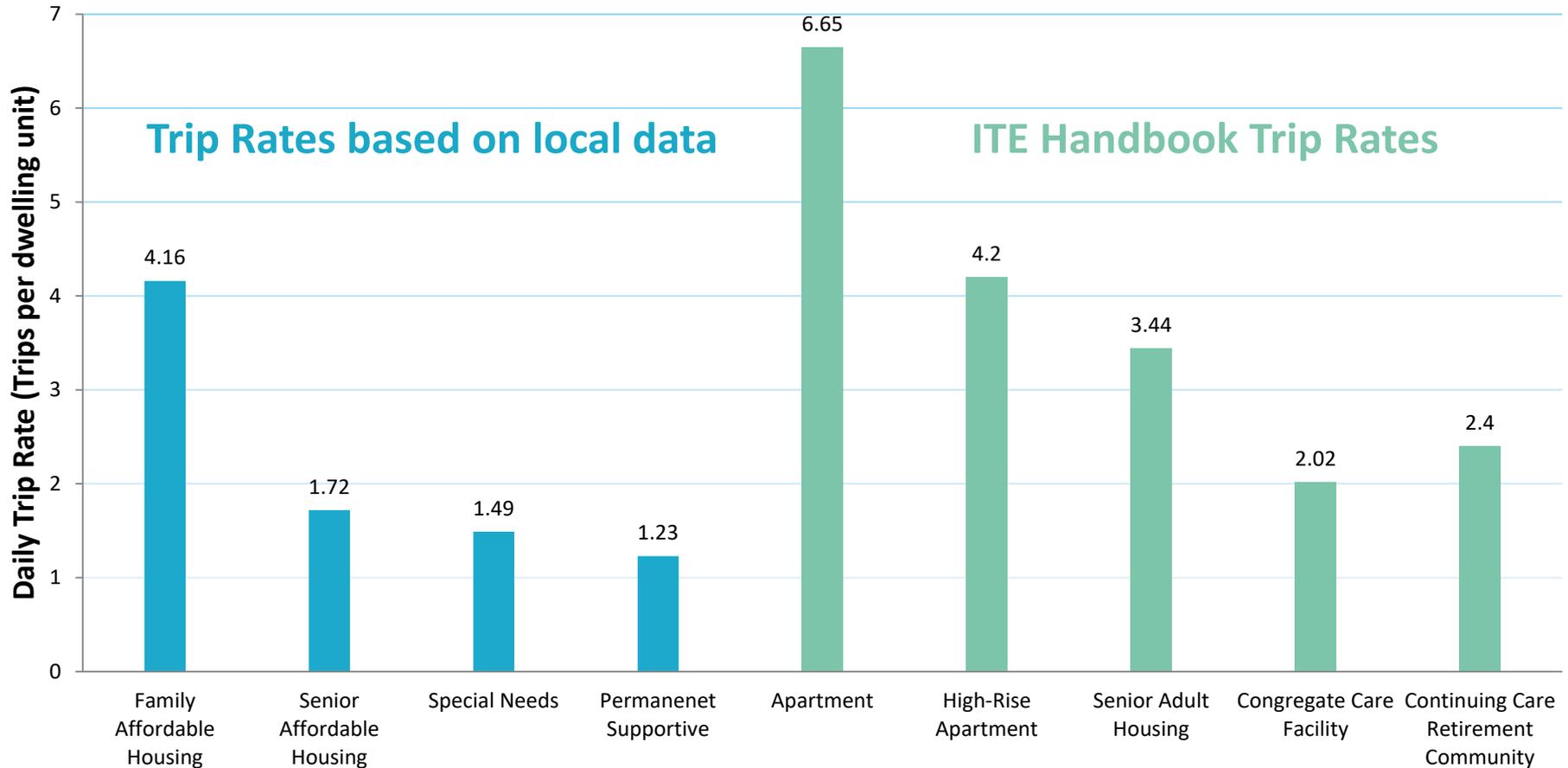
■ TPA Walkshed (0.5 mi)

Transit Priority Area = area within ½ mile of a major transit stop;

Major Transit Stop = rail transit station or intersection of 2 or more major bus routes with peak service frequency of 15 minute or less



Los Angeles affordable housing trip generation



New Transportation Review Process

Step 1: Project Screening

Step 2: VMT Impact Analysis

- Project Evaluation Model
- Full model run for large scale projects

Step 3: Apply TDM project mitigation



Los Angeles cityscape
Source: Christian Arballo

LADOT

**Transportation Impact
Study Guidelines**

December 2016

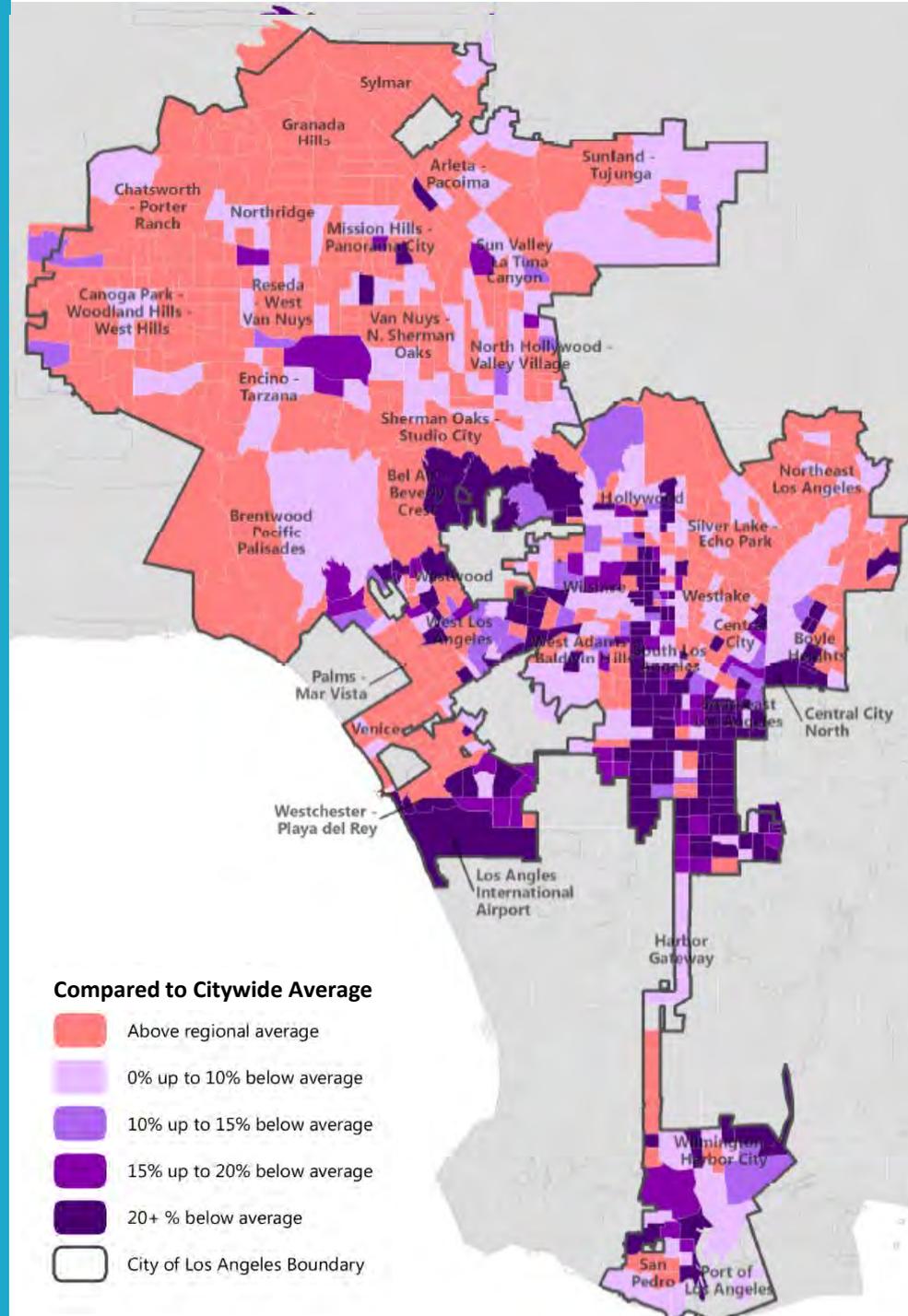
VMT

impact criteria

Household VMT

Citywide compared
to Regional

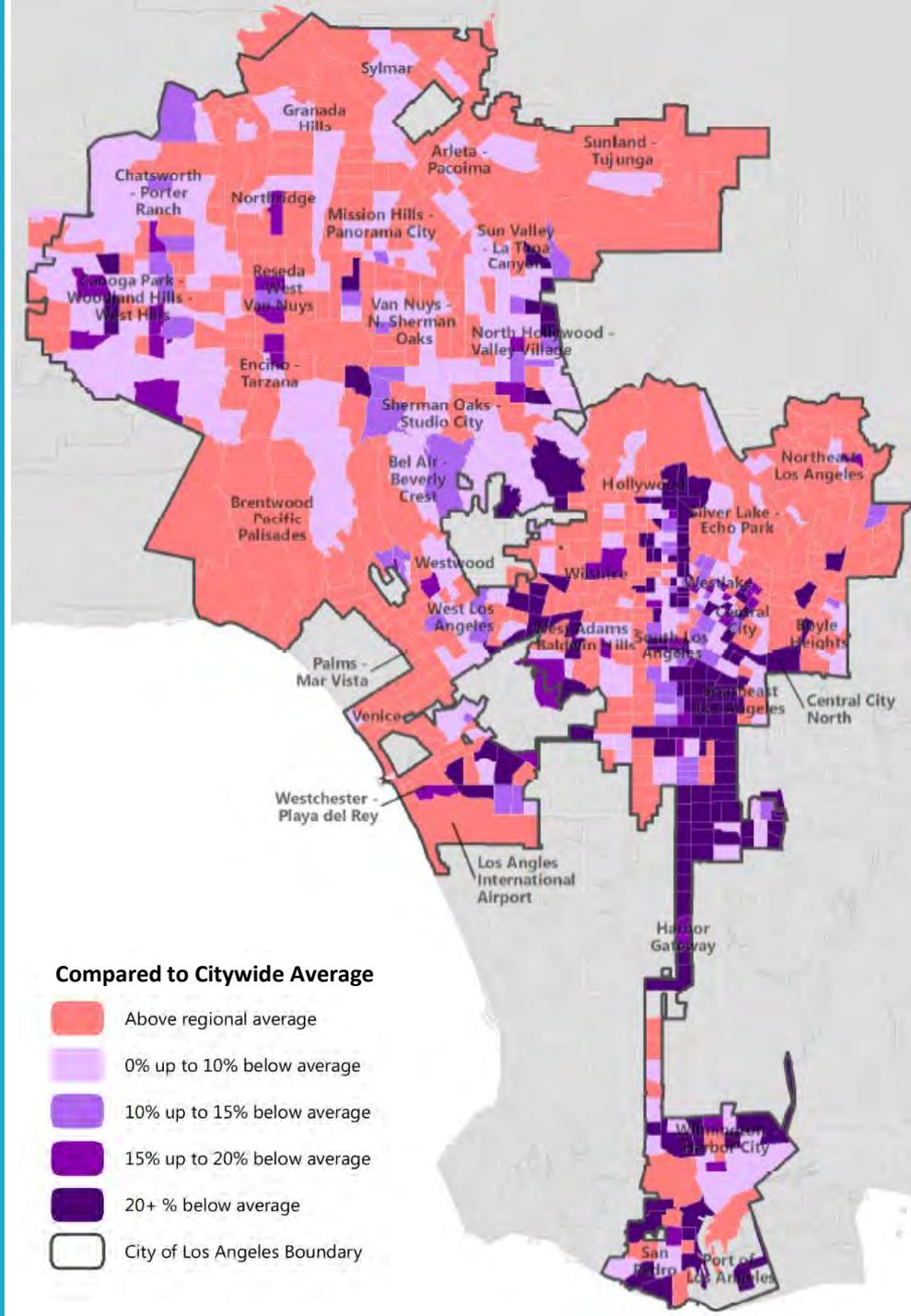
	VMT per person	VMT per employee
City of LA	9.3	12.9
SCAG region	17.2	21.3



VMT impact criteria

Employment VMT Citywide compared to Regional

	VMT per person	VMT per employee
City of LA	9.3	12.9
SCAG region	17.2	21.3

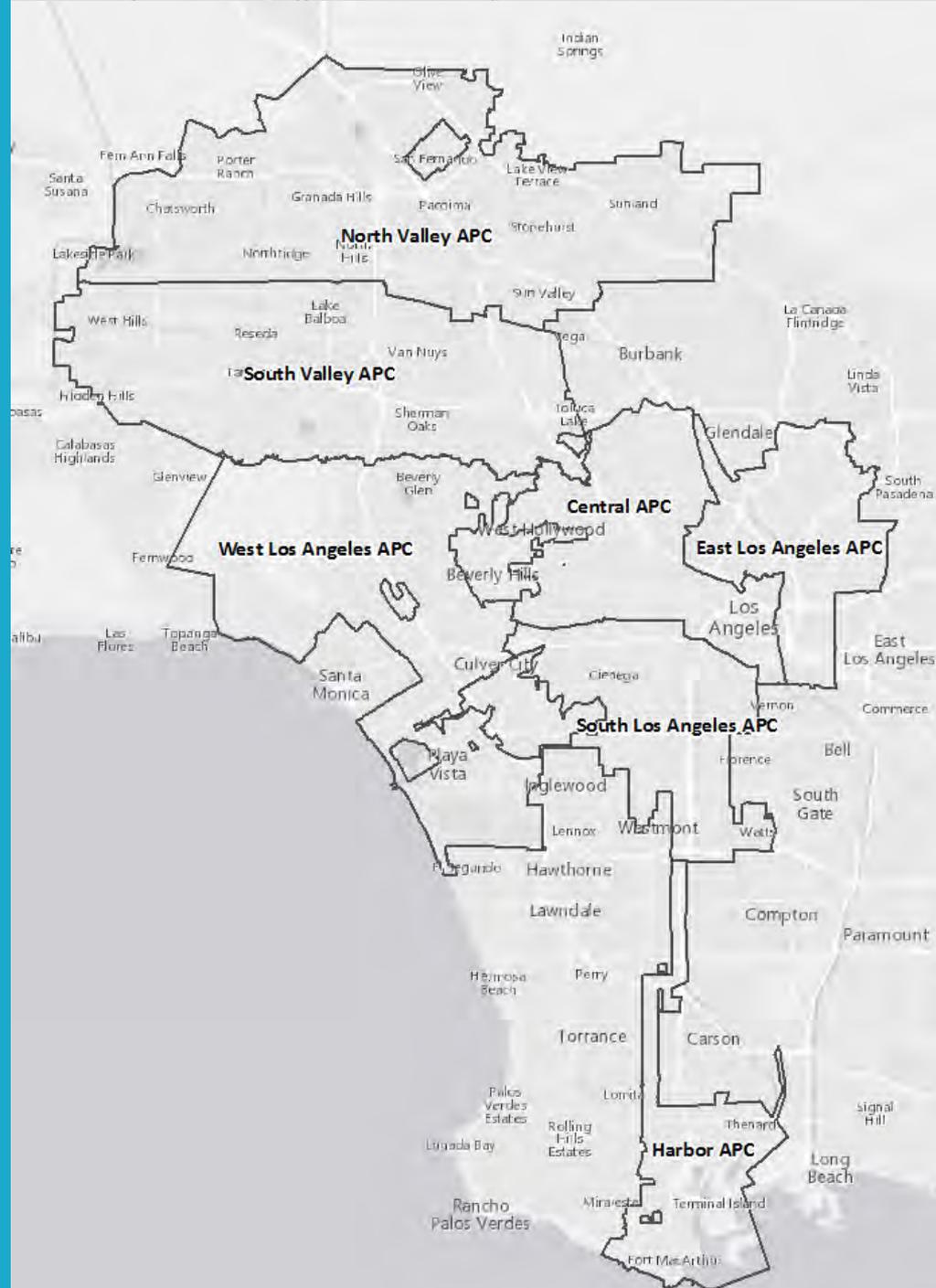


VMT

impact criteria

set by APC

Area Planning Commission	VMT per person	VMT per employee
Central	7.3	9.2
East LA	8.8	15.2
Harbor	11.0	14.7
North Valley	11.0	17.5
South LA	7.3	13.9
South Valley	11.3	13.6
West LA	9.0	13.0



Develop a Tool to Review Land Use Projects

Objective

- Develop a spreadsheet based tool that can calculate project-level VMT and apply VMT reduction measures based on a variety of land use and TDM programs

Desired sensitivity

- Transit proximity, mixed use, urban design, affordable housing, and TDM measures

Select a Sketch Model Tool

Sketch Tool	Technical & Legal Defensibility	Parameter Sensitivity	Administrative Utility
CalEEMod			
Sketch 7			
VMT Impact Tool/Salon			
CNT/Green Trip Connect			
Urban Footprint			
Envision Tomorrow			
CA Smart Growth Tool			
URBEMIS 2007			
TRIMMS			
MXD+/Mainstreet			
VMT+			
TDM+			

Evaluation Categories:

- Technical and Legal Defensibility
- Parameter Sensitivity
- Administrative Utility

Rating Scale

Three levels: +, ++, +++

CITY OF LOS ANGELES PROJECT EVALUATION MODEL

Project Information

Project:

Scenario:

Address:



Site Developed Area: Acres

Land Use Type	Value	Unit
Retail General Retail		ksf
Housing Multi-Family	408	DU
Housing Hotel	160	Rooms
Housing Motel	138	Rooms
Retail General Retail	37	ksf
Retail High-Turnover Sit-Down Restaurant	11.8	ksf
Retail Quality Restaurant	10.8	ksf
Office General Office	20.4	ksf

Click here to add custom land use type (will be included in the above list)

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A Parking

Reduce Parking Requirements city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost for the project site
 Proposed Prj Mitigation

Express Park Coordination / Market Rate Street Parking percent increase in on-street parking prices (min 25%, max 50%)
 Proposed Prj Mitigation

Parking Cash-Out percentage of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge
 Proposed Prj Mitigation percentage of employees subject to priced parking

Residential Area Parking Permits cost of annual permit
 Proposed Prj Mitigation

- B Transit**
- C Education & Encouragement**
- D Commute Trip Reductions (CTR)**
- E Shared Mobility**
- F Bicycle Infrastructure**
- G Neighborhood Enhancement**

Analysis Results

Daily Miles Traveled

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
20,857 Retail VMT	13,429 Retail VMT

Significant VMT Impact?

Household: Yes	Household: No
Threshold = 6.2 15% Below APC	Threshold = 6.2 15% Below APC
Work: No Threshold = 11.8 15% Below APC	Work: No Threshold = 11.8 15% Below APC

LA VMT Model Example

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TDM Strategies

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B **Transit**

Reduce Transit Headways percentage reduction in headways (increase in frequency)
 percent existing transit mode share (as a % of total daily trips)
 lines within project site improved
 Proposed Prj Mitigation

Implement Neighborhood Shuttle degree of implementation
 percentage of employees and residents eligible
 Proposed Prj Mitigation

Transit Subsidies percentage of employees and residents eligible
 Proposed Prj Mitigation amount of transit subsidy per passenger (daily equivalent)

- C** **Education & Encouragement**
- D** **Commute Trip Reductions (CTR)**
- E** **Shared Mobility**
- F** **Bicycle Infrastructure**
- G** **Neighborhood Enhancement**

TDM Strategies Explained

TDM Strategies

Select each section to show individual strategies

Use to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A Parking

B Transit

C Education & Encouragement

Voluntary Travel Behavior Change Program

Proposed Prj Mitigation percentage of employees and residents participating

Promotions & Marketing

Proposed Prj Mitigation percentage of employees and residents participating

D Commute Trip Reductions (CTR)

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

TDM Strategies

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A Parking

B Transit

C Education & Encouragement

D Commute Trip Reductions (CTR)

Required Commute Trip Reduction Program

Proposed Prj Mitigation percentage of employees eligible

Alternative Work Schedules and

Proposed Prj Mitigation percentage of employees participating

Telecommute Program

Proposed Prj Mitigation type of program

Employer Sponsored Vanpool or Shuttle

Proposed Prj Mitigation degree of implementation employer size

Proposed Prj Mitigation percentage of employees eligible

Ride-Share Program

Proposed Prj Mitigation percentage of employees eligible

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

TDM Strategies Explained

TDM Strategies

Select each section to show individual strategies

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C Education & Encouragement

D Commute Trip Reductions (CTR)

E Shared Mobility

Car-Share project setting
 Proposed Prj Mitigation

Bike Share project is within 600 feet of an existing bikeshare station - OR - project will be implementing a new bikeshare station within an existing bikeshare system's service area.
 Proposed Prj Mitigation

School Pool Program Level of implementation
 Proposed Prj Mitigation

F Bicycle Infrastructure

G Neighborhood Enhancement

TDM Strategies

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Use to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A Parking

B Transit

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E Shared Mobility

F Bicycle Infrastructure

Include On-street bicycle Facility provide bicycle facility along site
 Proposed Prj Mitigation

Include Outdoor Bike Parking meets or exceeds city code bike parking provision
 Proposed Prj Mitigation

Include Indoor Bike Parking/Lockers, Showers, & Repair Station Yes/No
 Proposed Prj Mitigation

G Neighborhood Enhancement

TDM Strategies Explained

TDM Strategies

Select each section to show individual strategies

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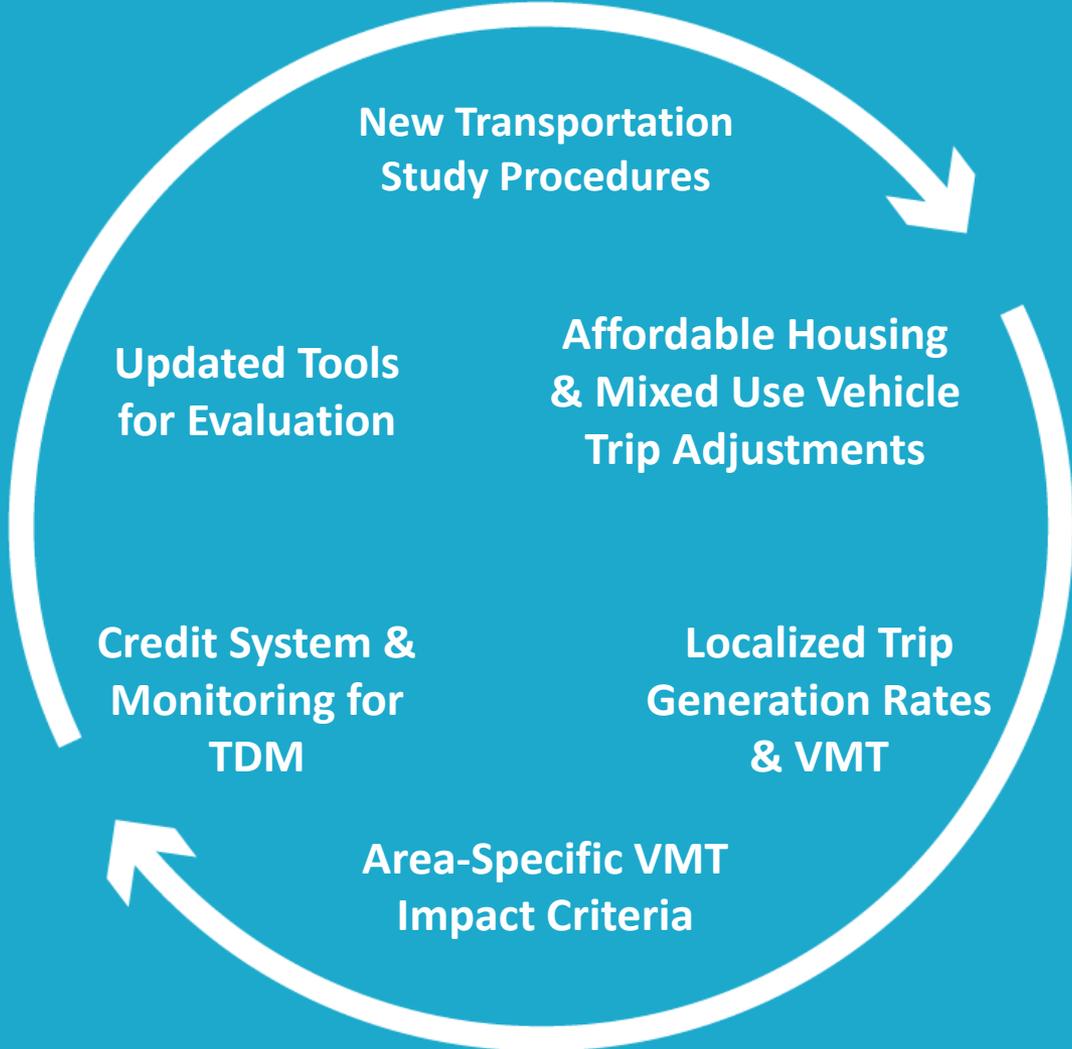
Traffic Calming Improvements percent of streets within project with traffic calming improvements

Proposed Prj Mitigation percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

Proposed Prj Mitigation

TDM Strategies Explained



Practical Changes





Outcomes with Current Policies



Better Outcomes for LA

Projects That Encourage Walking, Bicycling, and Transit Use



Projects That Provide Context Sensitive Mobility Solutions



Projects That Provide Context Sensitive Mobility Solutions



Projects That Build Connections to Sustainable Travel Options



Projects That Build Connections to Sustainable Travel Options



planning.lacity.org
ladot.lacity.org

See you on the streets.