



# Moving LA's Transportation

FROM POLICY TO PRACTICE



**Transportation policy is evolving**  
CALIFORNIA & LOS ANGELES ARE LEADING THE WAY





# Outcomes with Current Policies

# 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

Can I get there?

Accessibility

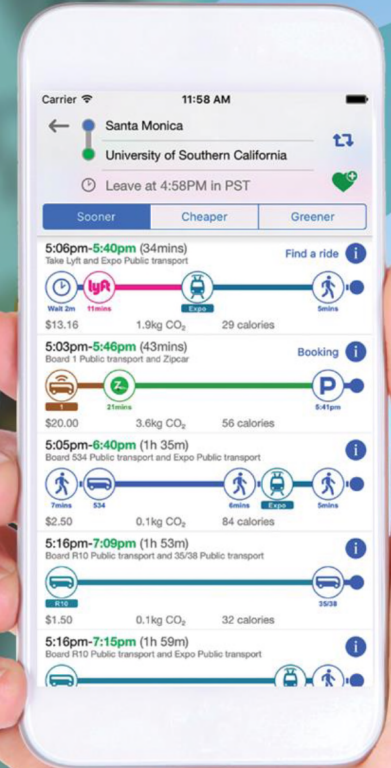
How can I get there?

Mode Share

How far do I have to go?

Vehicle Miles Traveled (VMT)

New Metrics to Gauge Progress





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

# New CEQA Guidelines Questions for Transportation Impacts

“ Would the project:

1. **Conflict with any City plan, ordinance, or policy addressing the safety or performance of the circulation system**, including transit, roadways, bicycle lanes and pedestrian paths (except for automobile level of service)
2. **Substantially increase additional vehicle miles traveled** (per capita, per service population, or other appropriate efficiency measure)
3. **Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas** (i.e. by adding new mixed-flow lanes) or by adding new roadways to the network
4. Result in **inadequate emergency access** ”



California  
Senate Bill 743



# 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

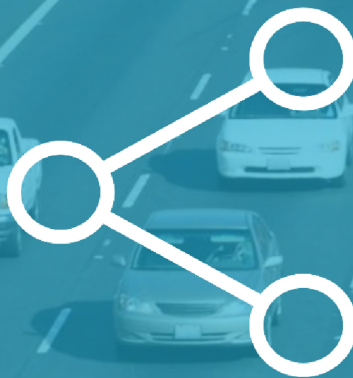
*evaluate the impact of all modes, encourage infill development, and promote mode shift.*



Affordable  
housing & mixed  
use vehicle trip  
adjustments



Localized trip  
generation rates  
& VMT



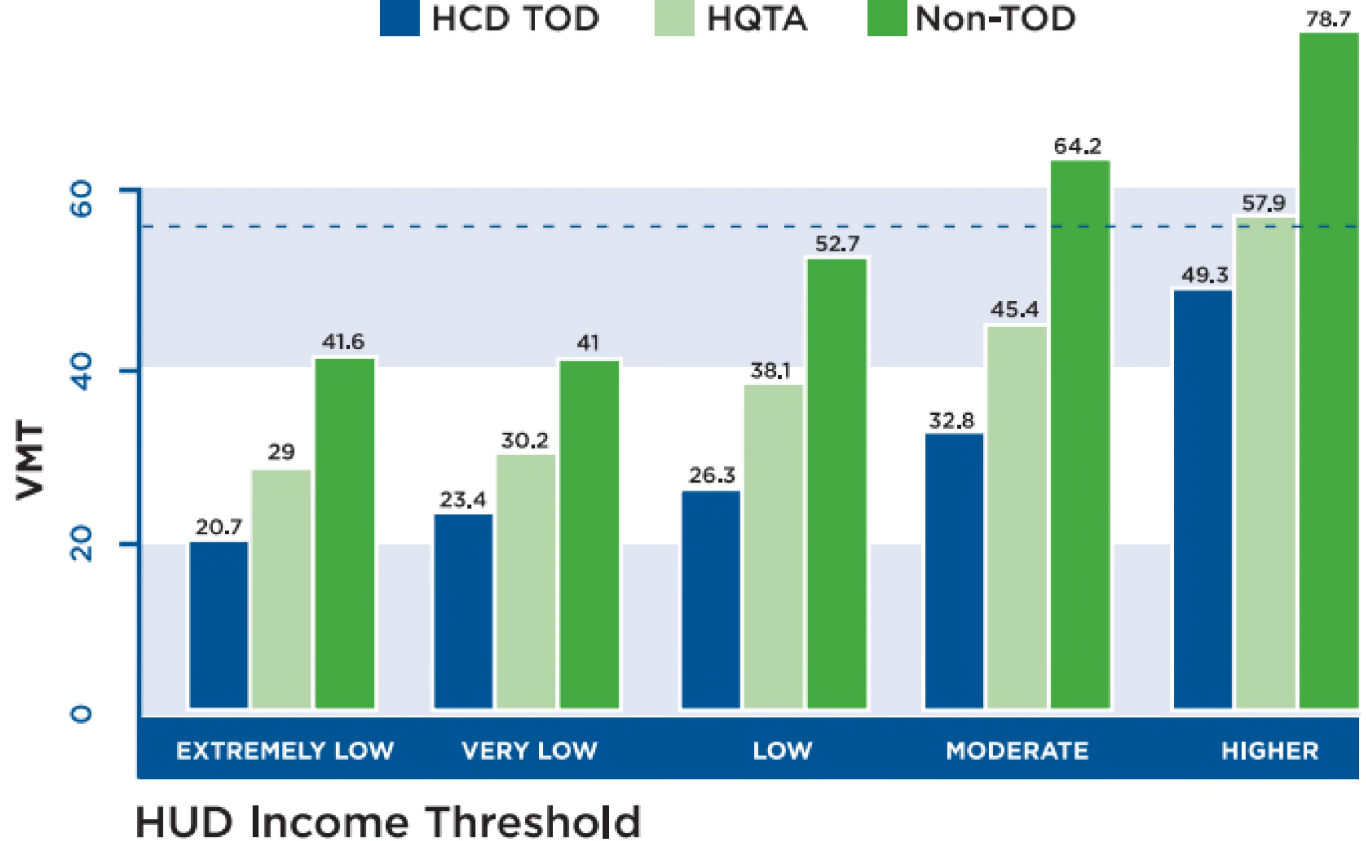
Travel Demand  
Forecasting  
(TDF) Model

# Evidence of Affordable Housing's Low VMT



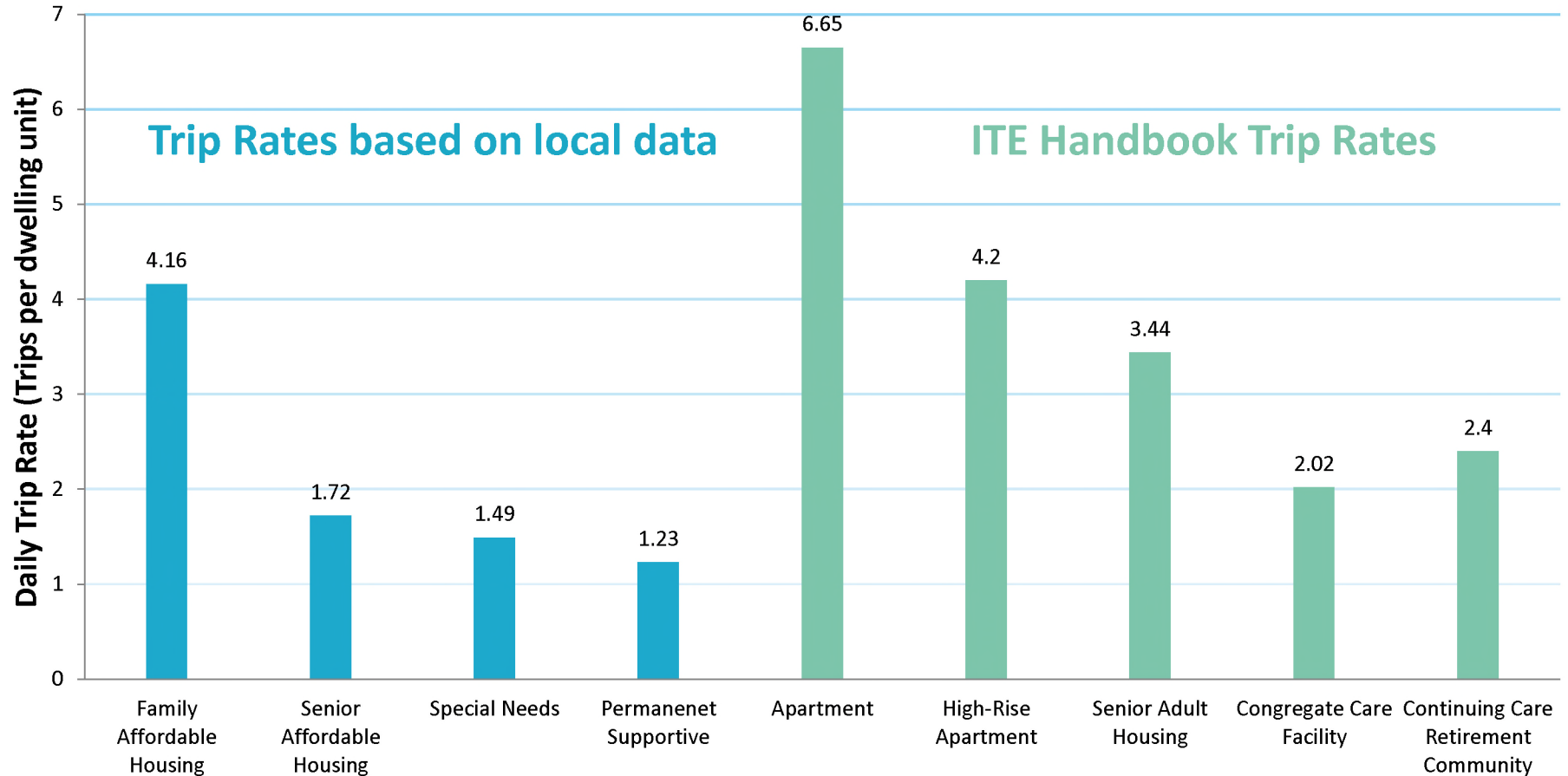
Household Vehicle-Miles Traveled (VMT) per Day

HCD TOD    HQTAs    Non-TOD



Source: 2013  
California Household  
Travel Survey (CHTS)

# Los Angeles affordable housing trip generation



# Reviewing Projects through a VMT Lens

## 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

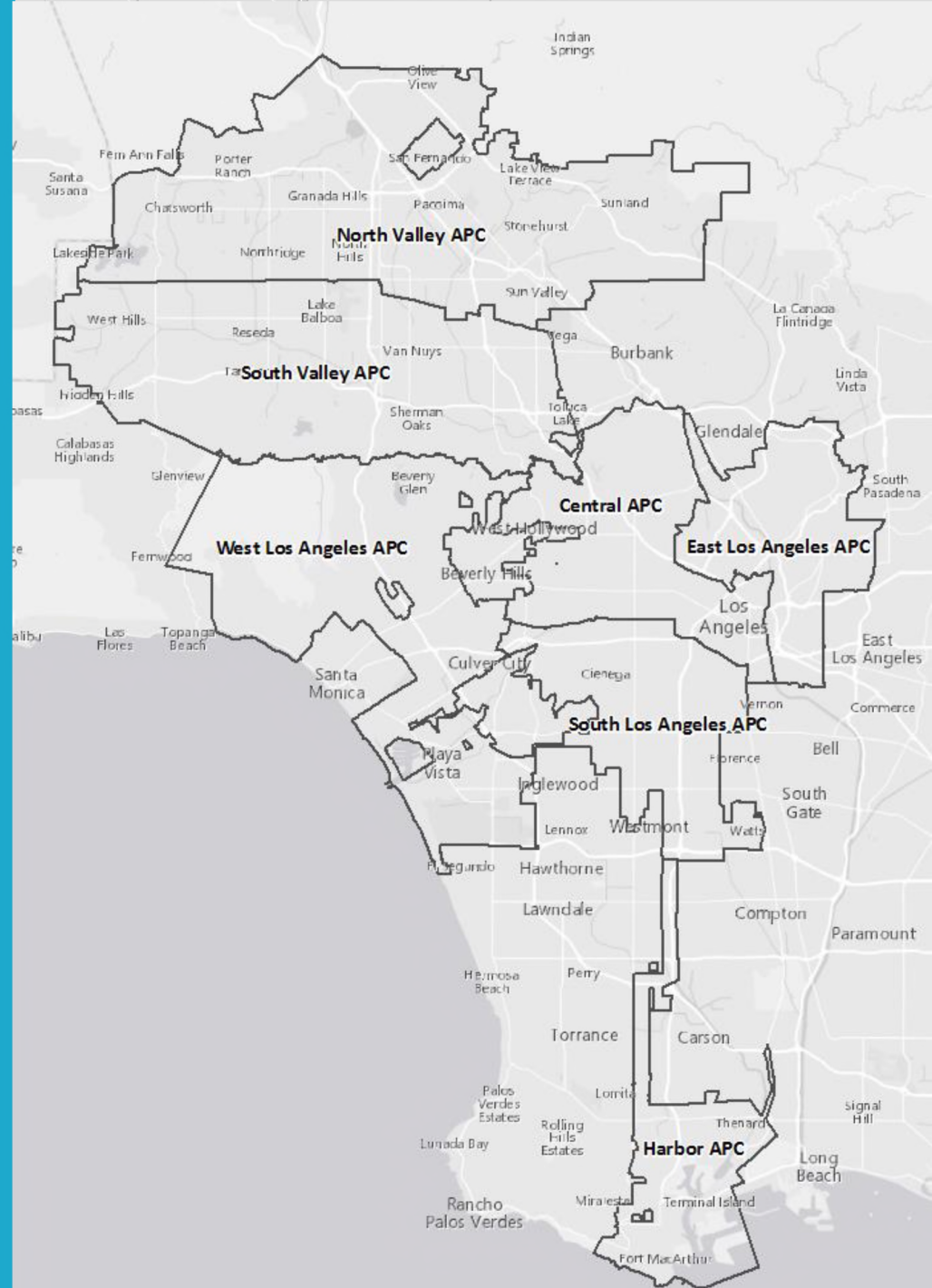
**LADOT**

Transportation Impact  
Study Guidelines

December 2016

# VMT impact criteria 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



# CITY OF LOS ANGELES PROJECT EVALUATION MODEL

## Project Information

Project: 3900 Figueroa Street  
 Scenario: Scenario 1  
 Address: 34.013966,-118.282315



Site Developed Area : 4.477 Acres

Land Use Type	Value	Unit
Retail   General Retail		ksf
Housing   Multi-Family	408	DU
Housing   Hotel	180	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: 20 city code parking provision for the project site  
 Proposed Prj  Mitigation 15 actual parking provision for the project site

Unbundle Parking: 125 monthly parking cost for the project site  
 Proposed Prj  Mitigation

Express Park Coordination / Market Rate Street Parking: 6% percent increase in on-street parking prices (min 25%, max 50%)  
 Proposed Prj  Mitigation

Parking Cash-Out: 7 percentage of employees eligible  
 Proposed Prj  Mitigation

Price Workplace Parking: \$3.00 daily parking charge  
 Proposed Prj  Mitigation 25% percentage of employees subject to priced parking

Residential Area Parking Permits: \$200 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
<b>6,042</b> Daily Vehicle Trips	<b>3,891</b> Daily Vehicle Trips
<b>44,799</b> Daily VMT	<b>28,845</b> Daily VMT
<b>7.4</b> Household VMT per Capita	<b>4.8</b> Household VMT per Capita
<b>11.3</b> Work VMT per Employee	<b>7.2</b> Work VMT per Employee
<b>20,857</b> Retail VMT	<b>13,429</b> Retail VMT

### Significant VMT Impact?

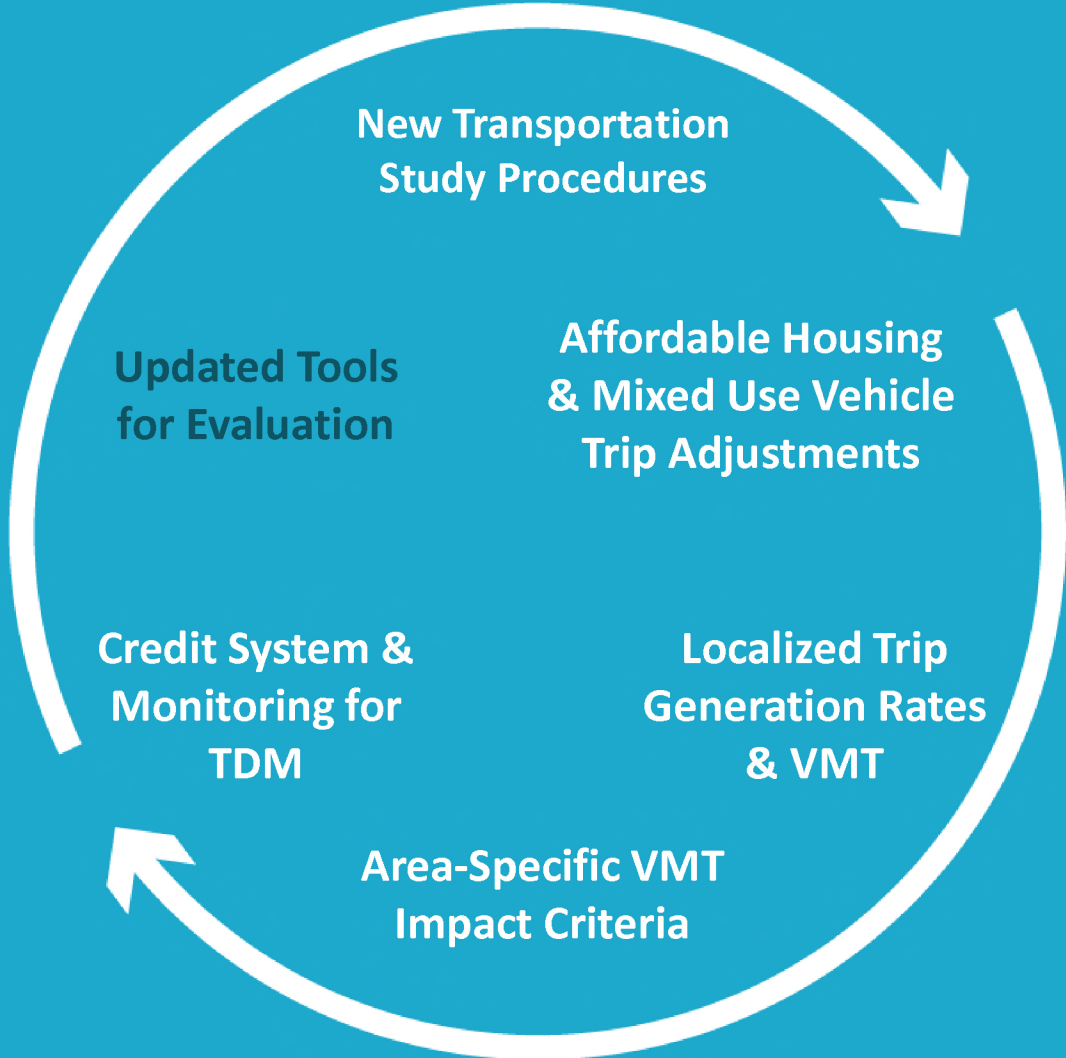
Household: Yes	Household: No
Threshold = 6.2 15% Below APC	Threshold = 6.2 15% Below APC
<b>Work: No</b> Threshold = 11.8 15% Below APC	<b>Work: No</b> Threshold = 11.8 15% Below APC

# TDM Measures as Mitigation

Mitigation options include the following Transportation Demand Management (TDM) categories:

- Parking management (priced, unbundled, shared)
- Transit incentives (bulk pass purchase, shuttles)
- Education and encouragement
- Commute trip reduction
- Shared mobility (car share, bike share)
- Bicycle infrastructure
- Neighborhood enhancement





# Practical Changes



[planning.lacity.org](http://planning.lacity.org)

[ladot.lacity.org](http://ladot.lacity.org)

See you on the streets.

