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

Measuring the Miles
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

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
- HQTA
- Non-TOD

<table>
<thead>
<tr>
<th>HUD Income Threshold</th>
<th>HCD TOD</th>
<th>HQTA</th>
<th>Non-TOD</th>
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<tbody>
<tr>
<td>EXTREMELY LOW</td>
<td>20.7</td>
<td>29</td>
<td>41.6</td>
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<tr>
<td>VERY LOW</td>
<td>23.4</td>
<td>30.2</td>
<td>41</td>
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<tr>
<td>LOW</td>
<td>26.3</td>
<td>38.1</td>
<td>52.7</td>
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<tr>
<td>MODERATE</td>
<td>32.8</td>
<td>45.4</td>
<td>49.3</td>
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<td>HIGHER</td>
<td>49.3</td>
<td>57.9</td>
<td>78.7</td>
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</table>

Source: 2013 California Household Travel Survey (CHTS)
Los Angeles affordable housing trip generation

Trip Rates based on local data

<table>
<thead>
<tr>
<th>Type</th>
<th>Daily Trip Rate (Trips per dwelling unit)</th>
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<tbody>
<tr>
<td>Family Affordable Housing</td>
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<tr>
<td>Senior Affordable Housing</td>
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<td>Special Needs</td>
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<tr>
<td>Permanent Supportive</td>
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<tr>
<td>Apartment</td>
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</table>

ITE Handbook Trip Rates

<table>
<thead>
<tr>
<th>Type</th>
<th>Daily Trip Rate (Trips per dwelling unit)</th>
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<tbody>
<tr>
<td>High-Rise Apartment</td>
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<tr>
<td>Senior Adult Housing</td>
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<tr>
<td>Congregate Care Facility</td>
<td>2.02</td>
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<tr>
<td>Continuing Care Retirement</td>
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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
VMT impact criteria set by APC

<table>
<thead>
<tr>
<th>Area Planning Commission</th>
<th>VMT per person</th>
<th>VMT per employee</th>
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<tbody>
<tr>
<td>Central</td>
<td>7.3</td>
<td>9.2</td>
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<tr>
<td>East LA</td>
<td>8.8</td>
<td>15.2</td>
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<tr>
<td>Harbor</td>
<td>11.0</td>
<td>14.7</td>
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<tr>
<td>North Valley</td>
<td>11.0</td>
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<td>South LA</td>
<td>7.3</td>
<td>13.9</td>
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<tr>
<td>South Valley</td>
<td>11.3</td>
<td>13.6</td>
</tr>
<tr>
<td>West LA</td>
<td>9.0</td>
<td>13.0</td>
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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
New Transportation Study Procedures

Updated Tools for Evaluation

Affordable Housing & Mixed Use Vehicle Trip Adjustments

Credit System & Monitoring for TDM

Localized Trip Generation Rates & VMT

Area-Specific VMT Impact Criteria

Practical Changes

Measuring the Miles
See you on the streets.