

UPDATING LOS ANGELES' TRANSPORTATION ANALYSIS APPROACH

Joint ITE-Southern California/OCTEC Luncheon
October 24, 2019



California Senate Bill (SB) 743

- Requires all California cities to measure CEQA transportation impacts with a new metric before July 2020
- New metric should support:
 - Reduction of GHG
 - Development of multi-modal networks
 - Diversity of land uses
- Final CEQA Guidelines identify Vehicle Miles Traveled (VMT) as most appropriate metric for measuring CEQA Transportation impacts
- Implemented by Pasadena, San Francisco, Oakland, San Jose, and Los Angeles!
- Aligns with Mobility Plan 2035 goals
 - Decrease VMT per capita by 20% by 2035



Climate Change Goals and Vehicle Miles Traveled (VMT)

- Today half of California's greenhouse gas emissions are generated from the transportation sector
- California can achieve long-term climate goals through a reduction in VMT per capita
- VMT is a calculation of miles driven generated by a project:
 - Number of trips
 - Distance



Number of
automobile trips

X



Number of
miles driven

=

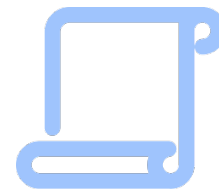


Vehicles Miles
Traveled

New CEQA Guidelines Question for Transportation

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

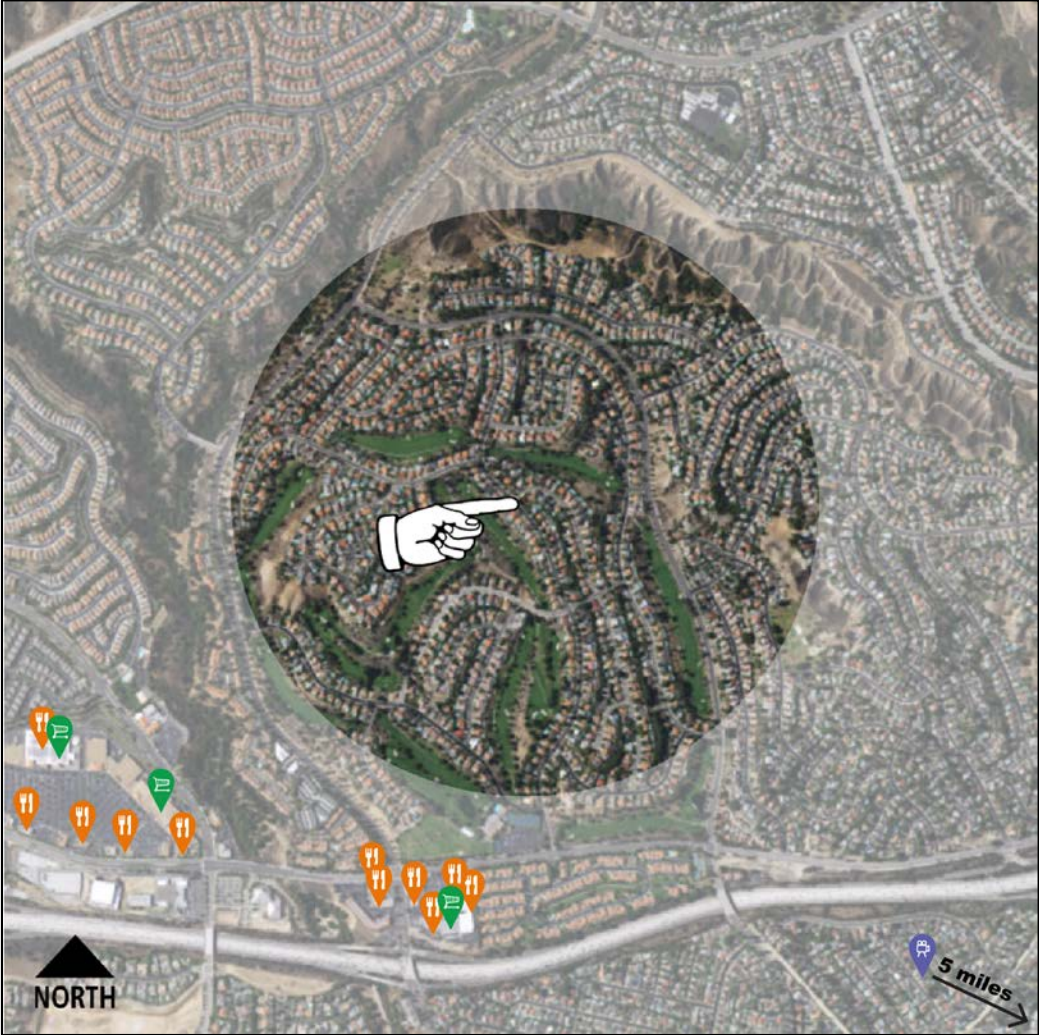
CURRENT METRIC: WHAT IS LOS?

Level-of-Service



*Prepared for the US DOT Bureau of Transportation Statistics by the MIT Department of Urban Studies and Planning

CURRENT METRIC: RELIES ON VEHICLE DELAY



New development in outerlying area

Development Review Metric	Outcome
Level of Service (LOS)	Free Flow
LOS Score	A

68.5%
of all Angelenos drive alone to work
Source: U.S. Census Bureau

PROPOSED METRIC: WHAT IS VMT?



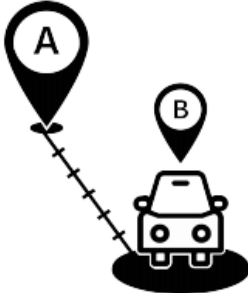
Number of automobile trips

X



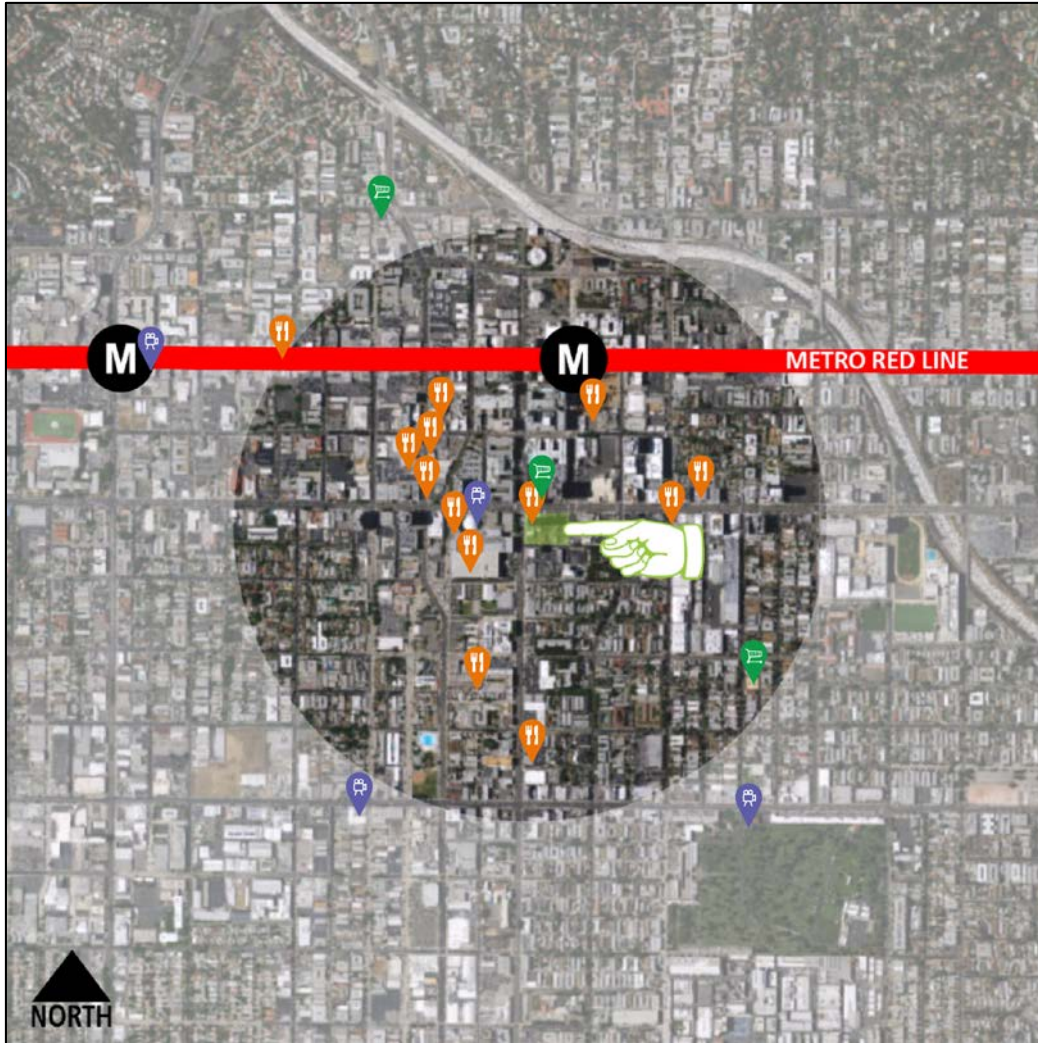
Number of miles driven

=



Vehicles Miles Traveled

PROPOSED METRIC: MEASURING WITH VMT



Development Review Metric	Outcome
Level of Service (LOS)	Delay (F)
Vehicle Miles Traveled (VMT)	Low

New development in area with land-use diversity

LEVEL OF SERVICE (LOS) MITIGATIONS



Examples:

- Signal improvements
- Widenings
- Offset & narrow sidewalks

Leads to:

- Faster turning movements
- Longer crossings at intersections
- Less safe streets

VEHICLE MILES TRAVELED (VMT) MITIGATIONS



**Parking
management**



**Transit
incentives**



**Education +
marketing**



**Commute
trip sharing**



**Neighborhood
connectivity**



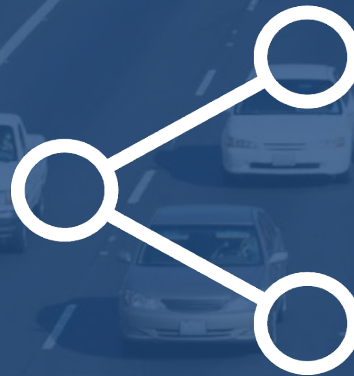
**Shared mobility
services**



**Affordable
housing & mixed
use vehicle trip
adjustments**



**Localized trip
generation rates
& VMT**

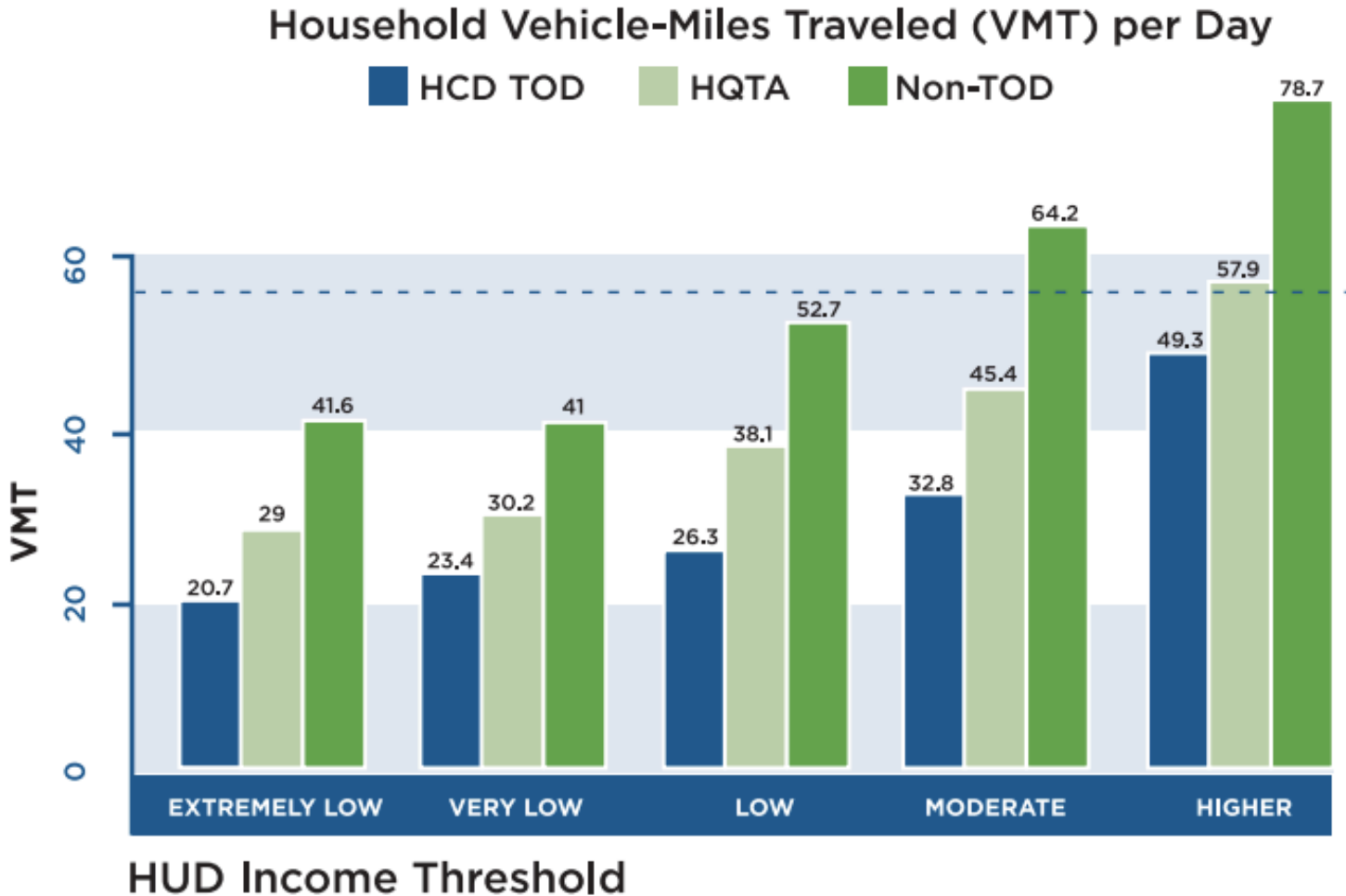


**Travel Demand
Forecasting
(TDF) Model**



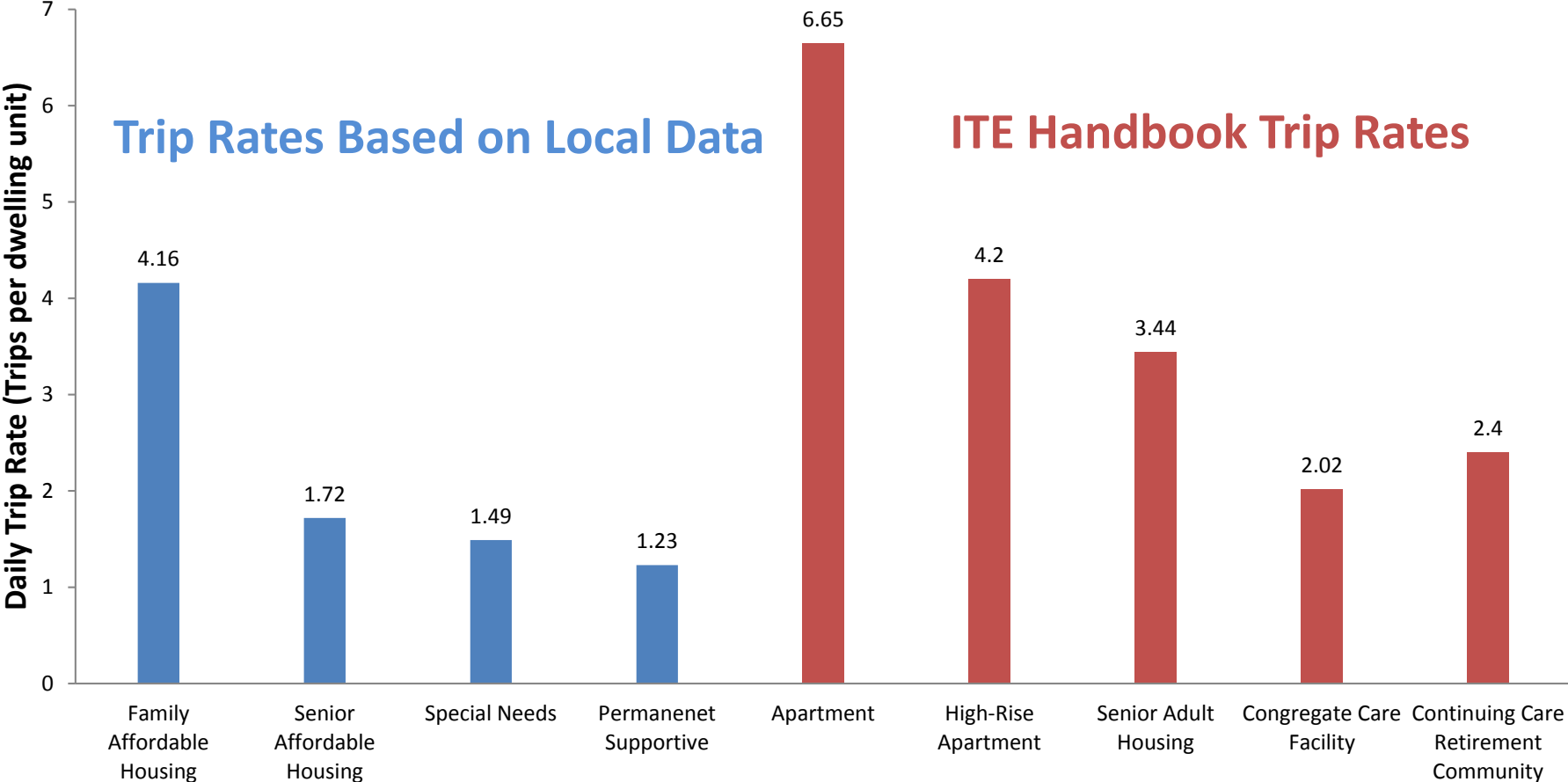
**Affordable
housing & mixed
use vehicle trip
adjustments**

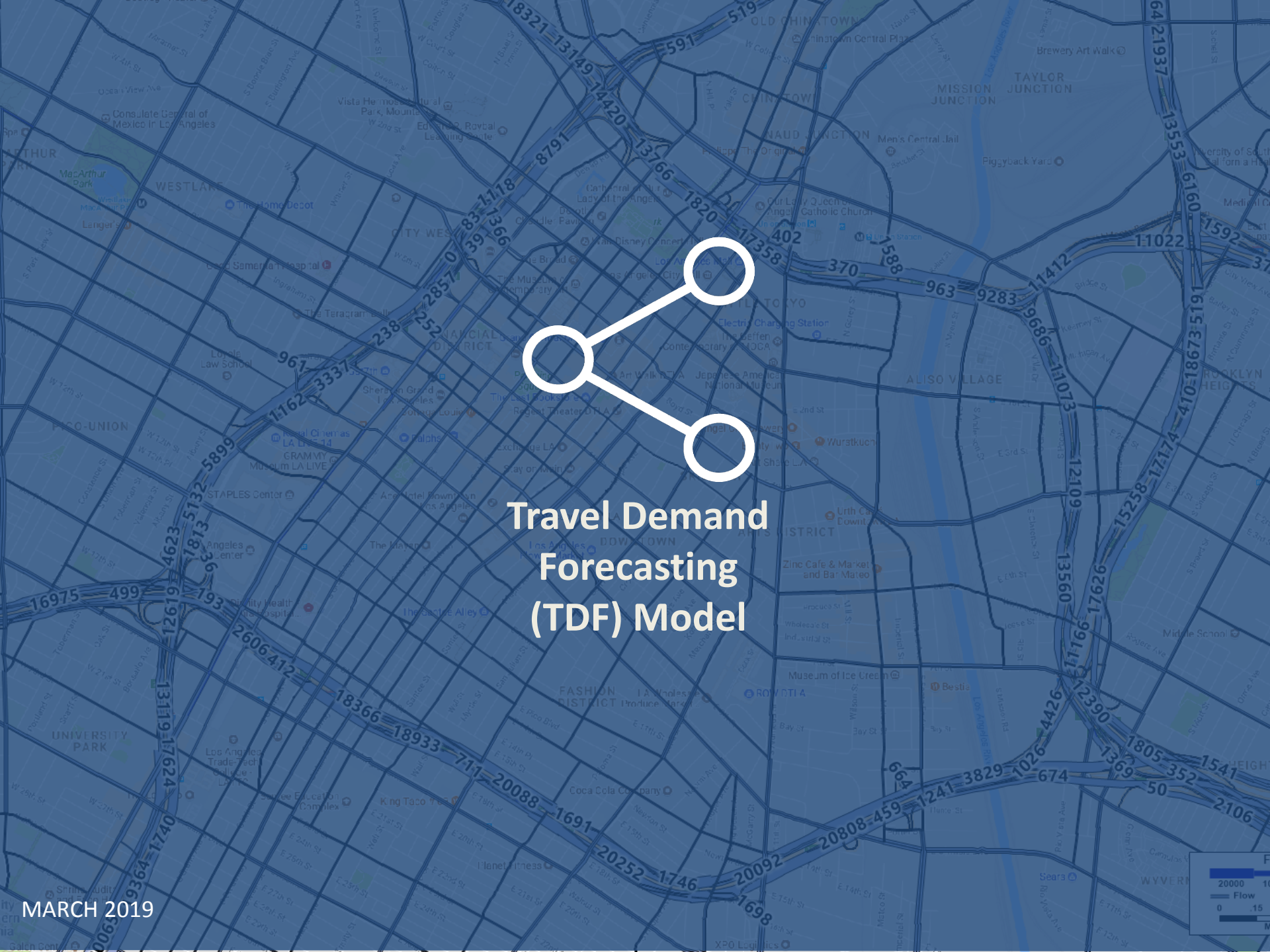
EVIDENCE OF AFFORDABLE HOUSING'S LOW VMT



Source: 2013 California Household Travel Survey (CHTS)

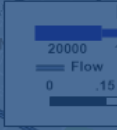
LOS ANGELES AFFORDABLE HOUSING TRIP GENERATION



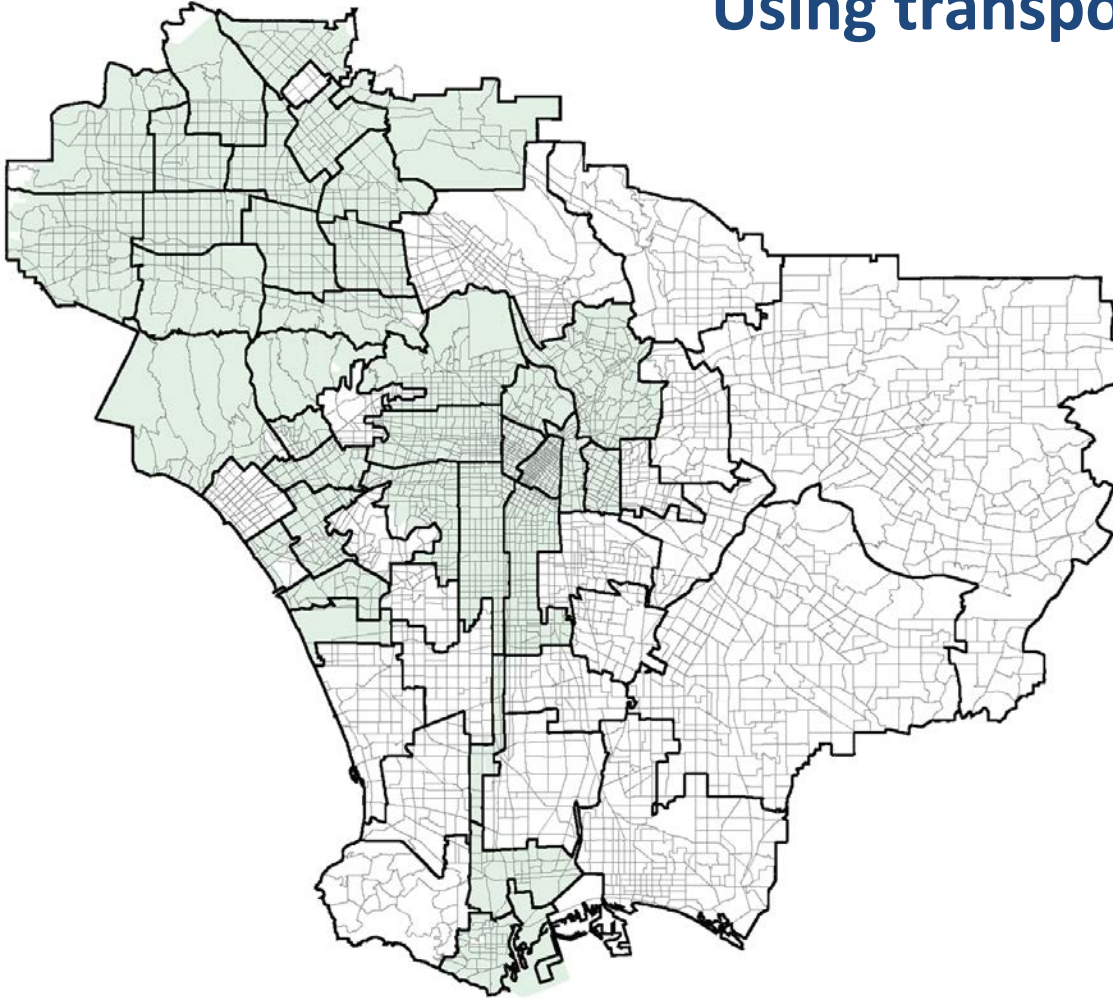


Travel Demand Forecasting (TDF) Model

MARCH 2019



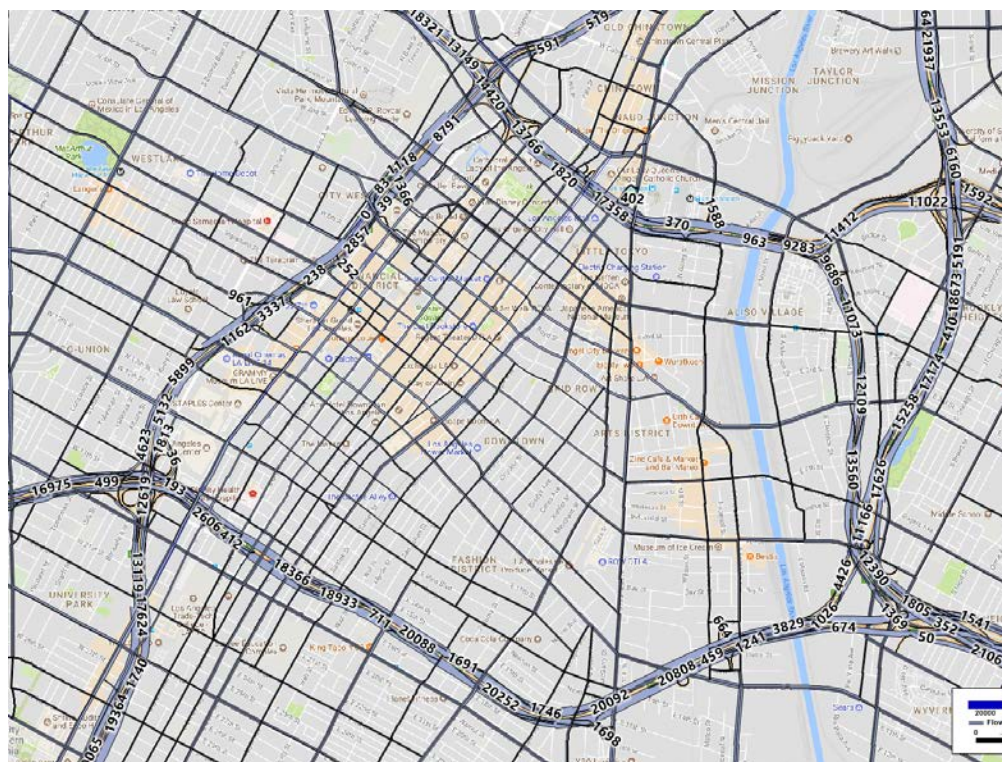
Using transportation data from our region



LOS ANGELES' APPROACH

Updated city travel demand forecasting model with local data

- Updated land use trip generation rates
- Improved City's ability to estimate future travel patterns

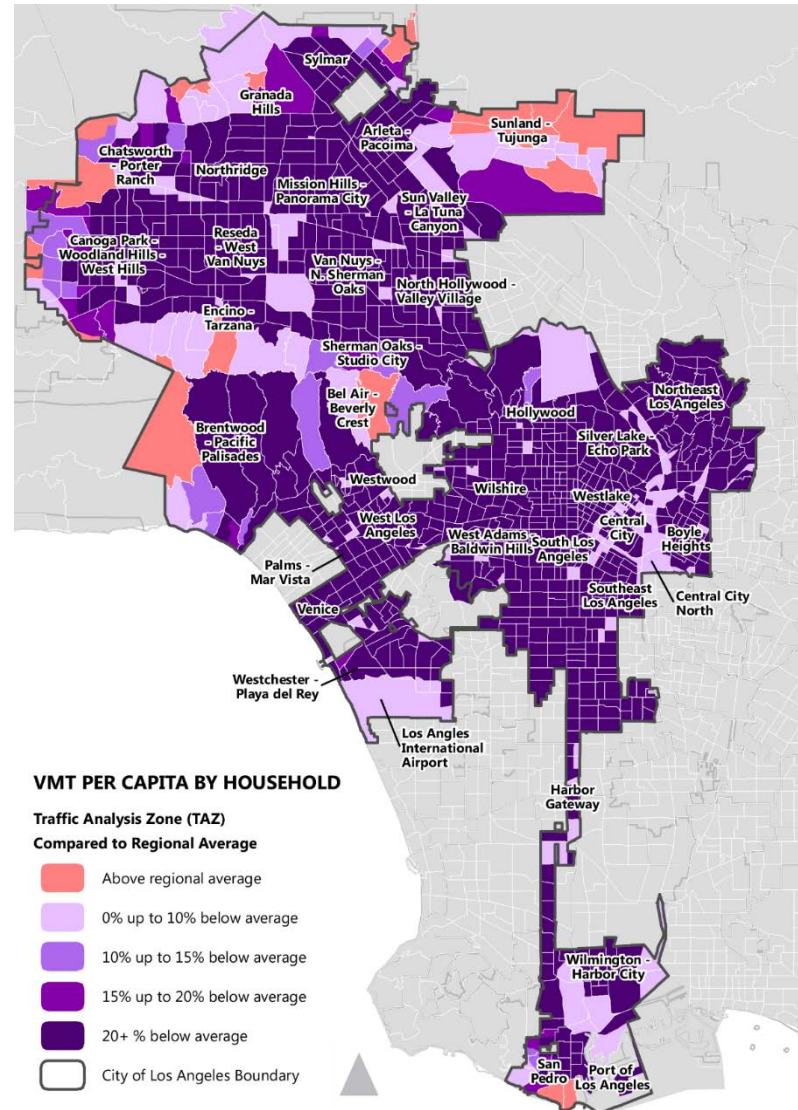


LOS ANGELES' APPROACH

Developed local VMT threshold

- A City of Los Angeles threshold lower than the region's ensures that more projects comply with CEQA

	VMT per capita	VMT per employee
Los Angeles	9.3	12.9
SCAG Region	17.2	21.3

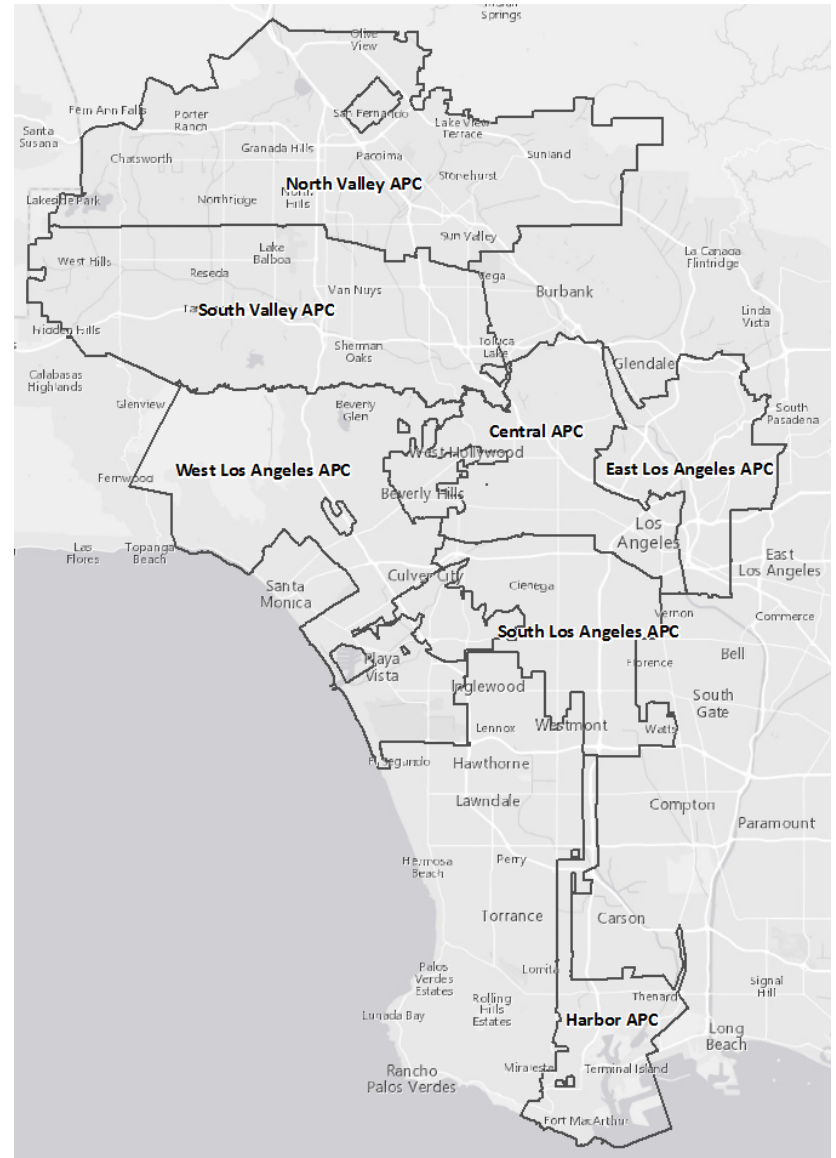


LOS ANGELES' APPROACH

Developed local VMT threshold

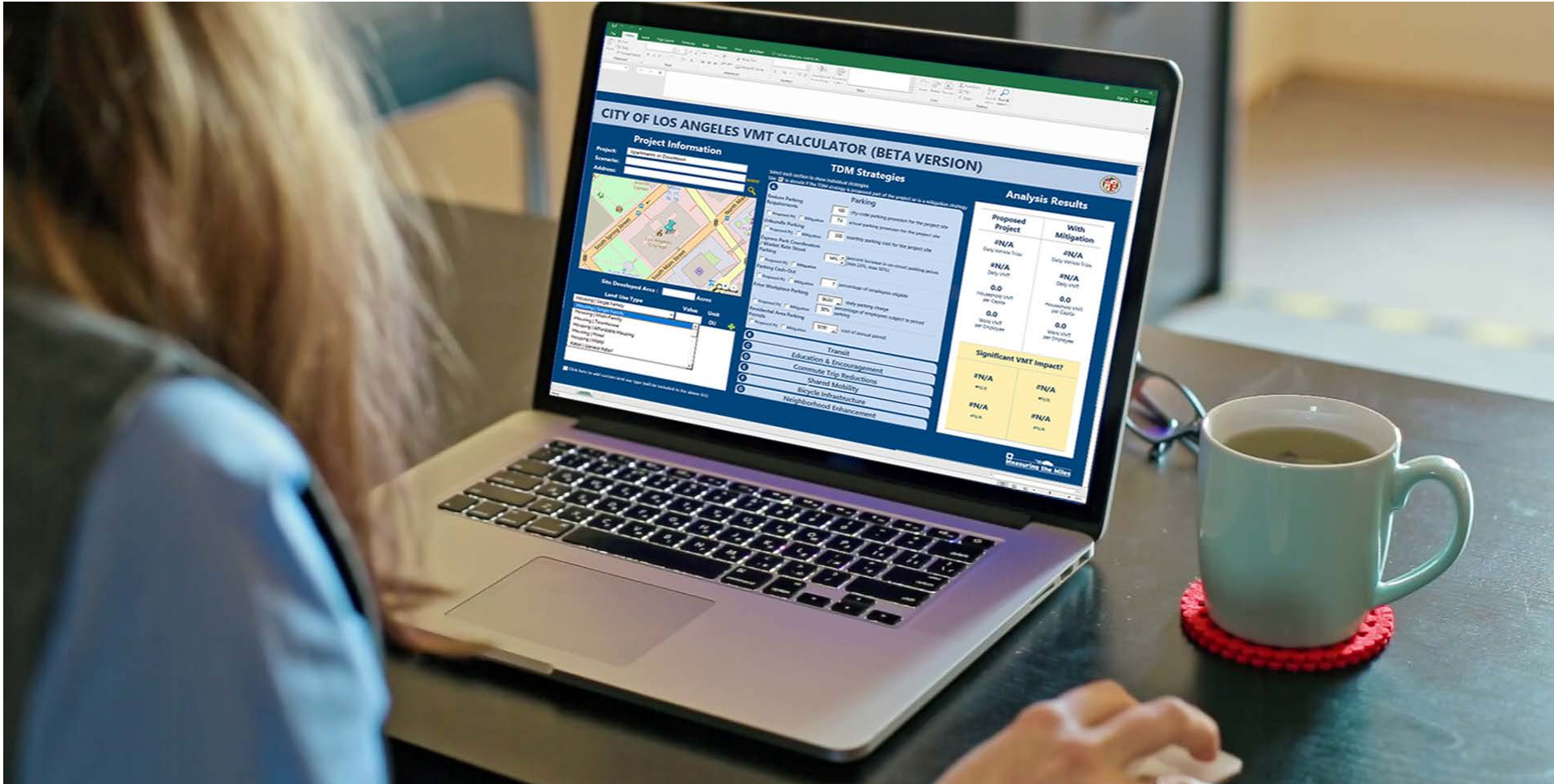
- A threshold lower than the region's ensures that more projects comply with CEQA

Area Planning Commission	VMT per capita	VMT per employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1



LOS ANGELES' APPROACH

Developed program to analyze project impacts



LOS ANGELES' APPROACH

Developed program to analyze project impacts

- Now available on the LADOT website

Project Information

Project:	3900 Figueroa Street v2	
Scenario:	Scenario 12	www
Address:	34.092794, -118.301990	

Site Developed Area :

6.477

Acres

Analysis Results

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

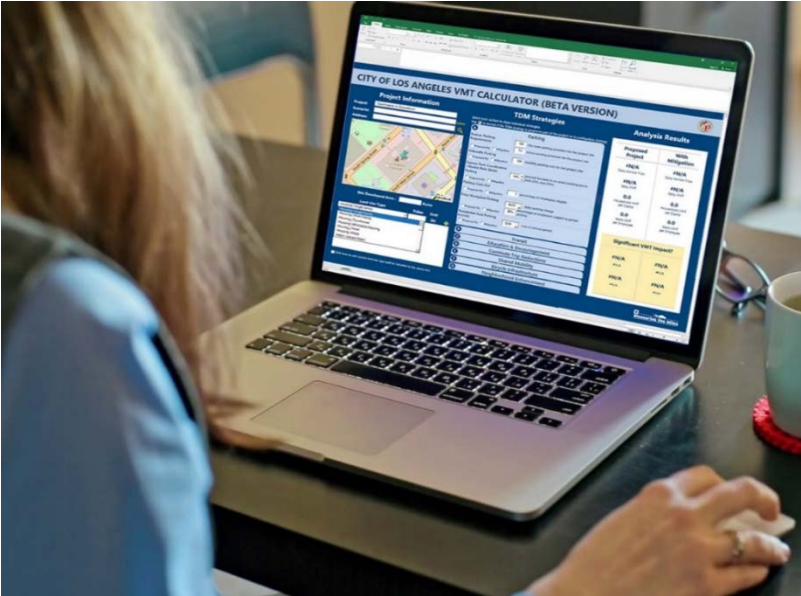
Significant VMT Impact?

<p>Household: Yes</p> <p style="font-size: small;">Threshold = 6.2 15% Below APC</p>	<p>Household: No</p> <p style="font-size: small;">Threshold = 6.2 15% Below APC</p>
<p>Work: No</p> <p style="font-size: small;">Threshold = 11.8 15% Below APC</p>	<p>Work: No</p> <p style="font-size: small;">Threshold = 11.8 15% Below APC</p>

LOS ANGELES' APPROACH

Developed program to analyze project impacts

- Includes VMT reduction mitigation measures



TDM Strategies

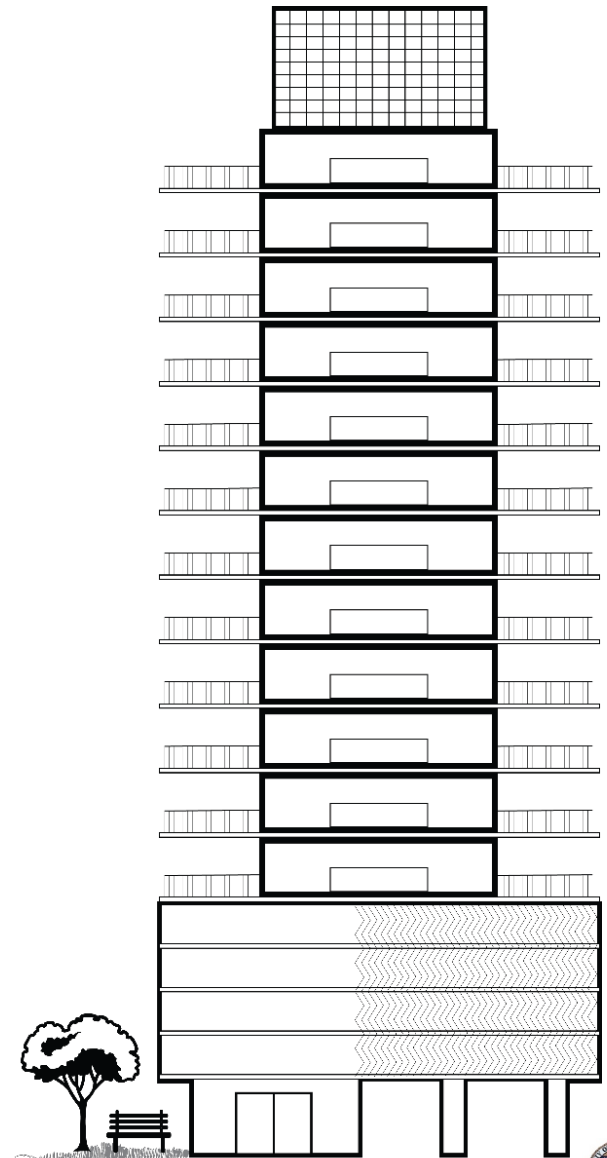
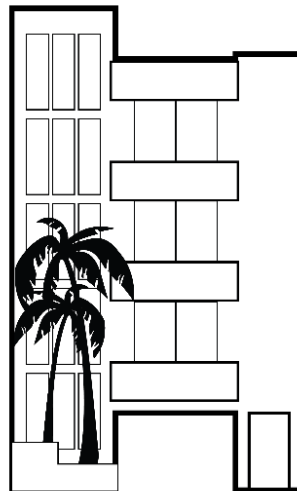
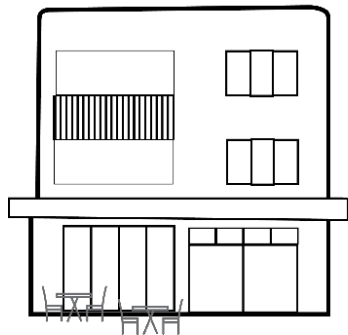
Select each section to show individual strategies
 Use to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A	Parking
B	Transit
C	Education & Encouragement
D	Commute Trip Reductions
	Required Commute Trip Reduction Program <input type="text" value="100%"/> percentage of employees eligible <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
	Alternative Work Schedules and Telecommute Program <input type="text" value="25%"/> percentage of employees participating <input type="text" value="1.5 days of telecommuting"/> type of program <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
	Employer Sponsored Vanpool or Shuttle <input type="text" value="high"/> degree of implementation <input type="text" value="small"/> employer size <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation <input type="text" value="100%"/> percentage of employees eligible
	Ride-Share Program <input type="text" value="50%"/> percentage of employees eligible <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
E	Shared Mobility
F	Bicycle Infrastructure
G	Neighborhood Enhancement

PROJECT REVIEW PROCESS

Step 1

Project Screening Criteria will describe the types of projects not required to submit a technical analysis



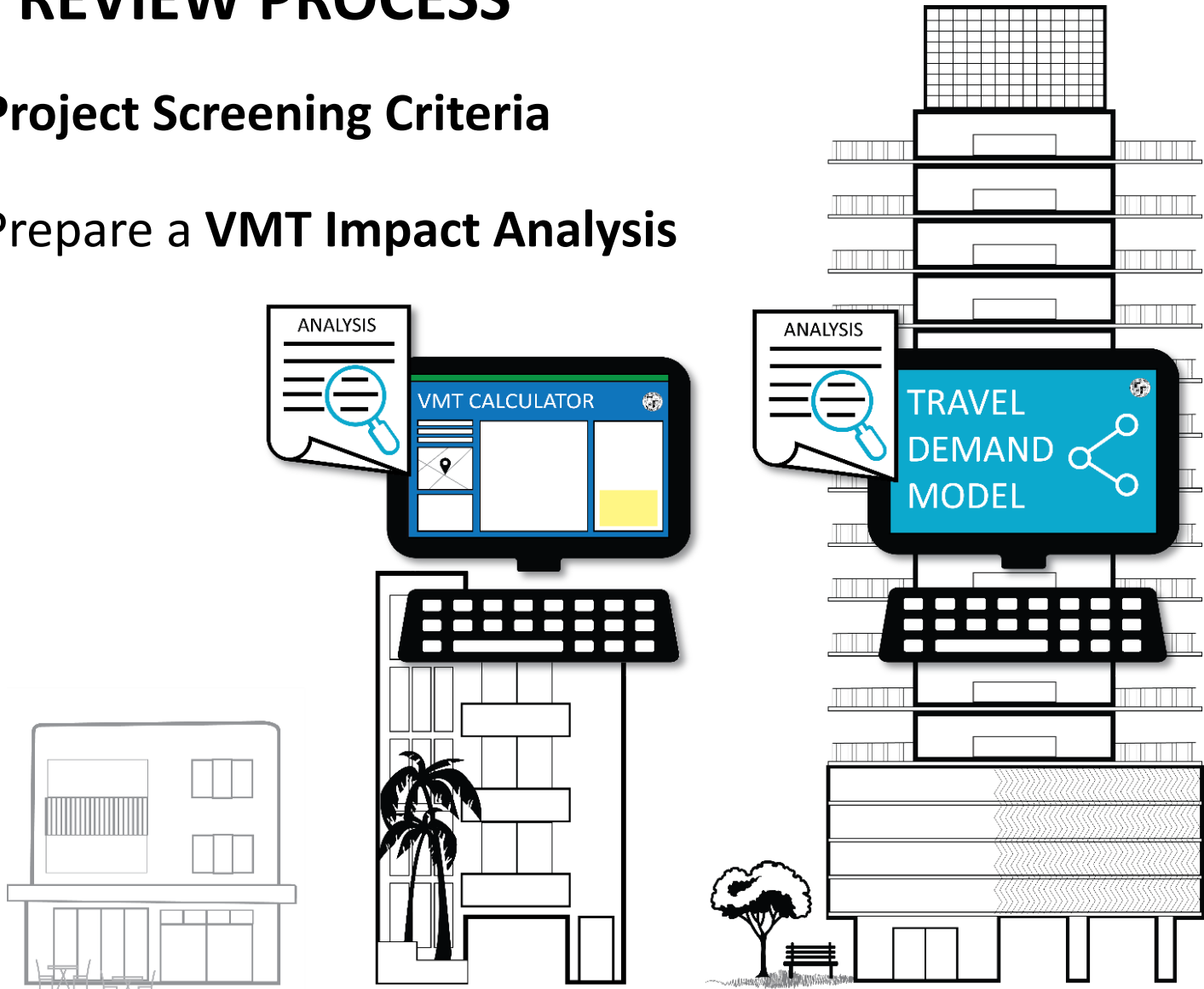
PROJECT REVIEW PROCESS

Step 1

Project Screening Criteria

Step 2

Prepare a VMT Impact Analysis



PROJECT REVIEW PROCESS

Step 1

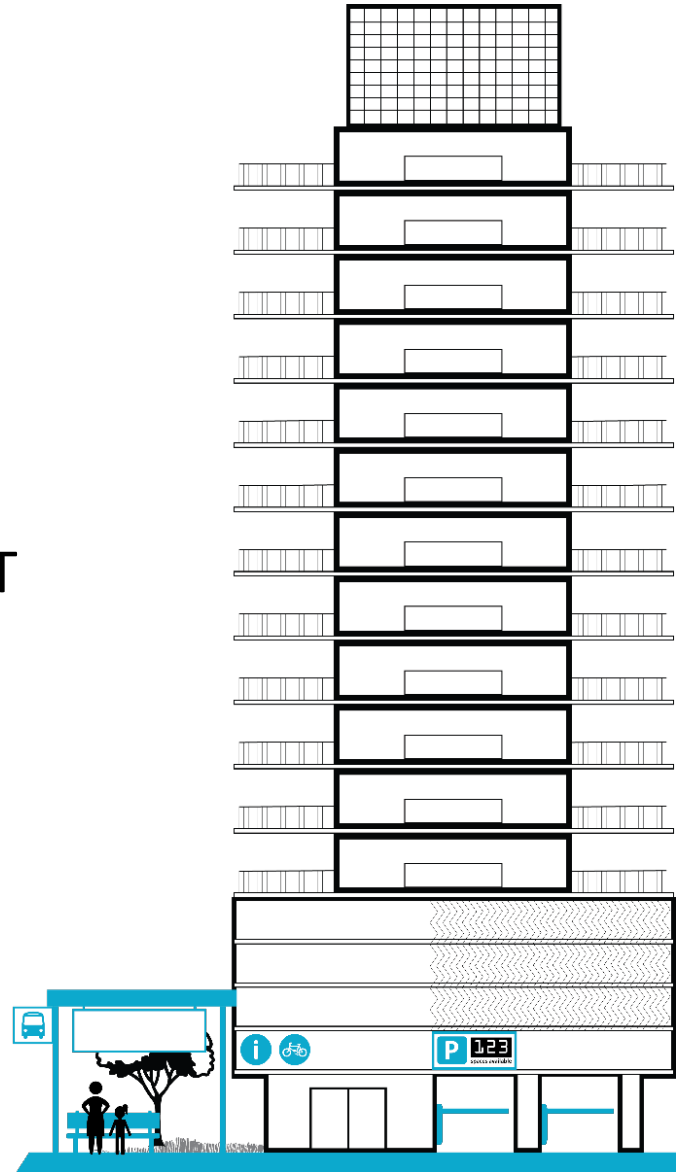
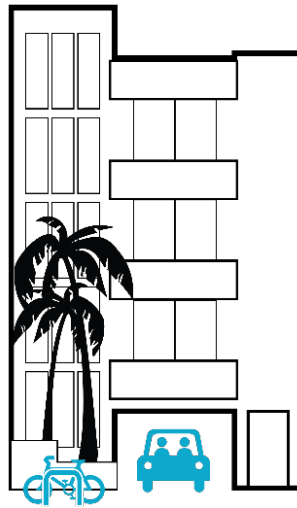
Project Screening Criteria

Step 2

VMT Impact Analysis

Step 3

**Project implements TDM
mitigations and reduces VMT**



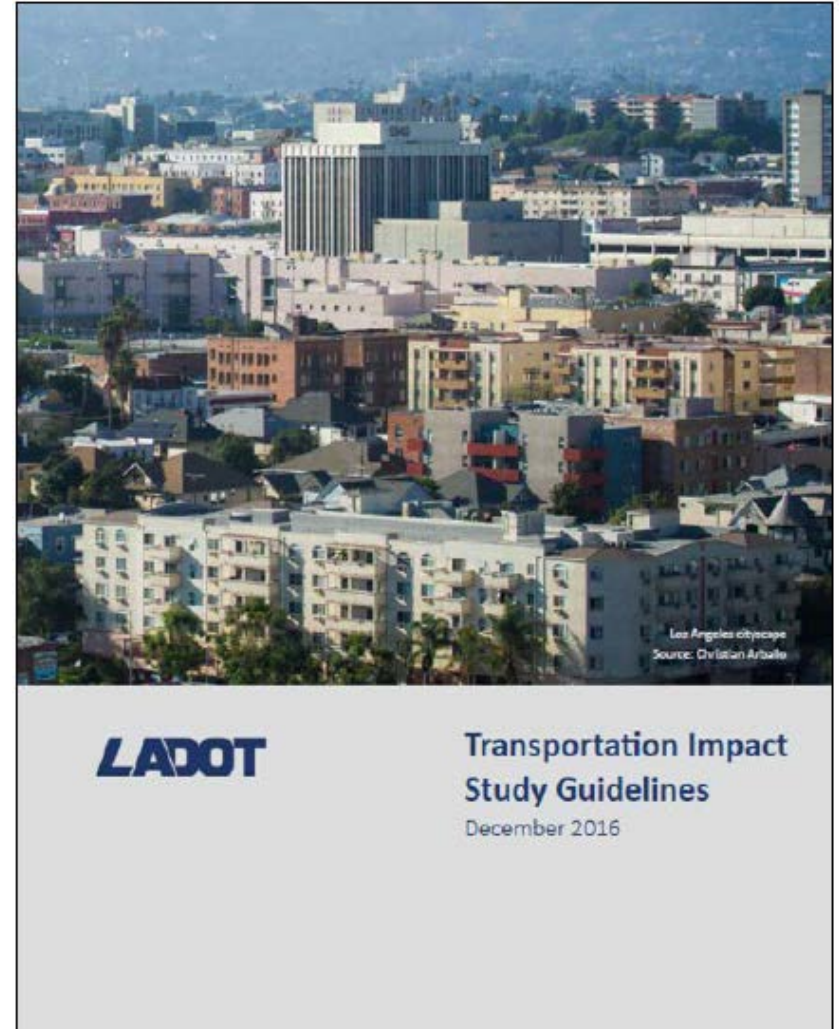
LOS ANGELES' APPROACH

CEQA

Evaluate and disclose project VMT impacts

Non-CEQA

Retain ability to require transportation safety improvements around project sites as part of the City's General Plan findings



TRANSPORTATION ASSESSMENT GUIDELINES (TAG) UPDATE

Comparison of Analyses Required under the Current and Updated TAG Guidelines

CURRENT ASSESSMENT PROCEDURES

CEQA Impacts



Level of Service (LOS) Analysis



Residential Street Cut-Through



Congestion Management Program



Freeway Impact Analysis

UPDATED ASSESSMENT PROCEDURES (CEQA and NON-CEQA Analyses)

CEQA Impacts



Conflicts with a Program, Plan, Ordinance or Policy



Vehicle Miles Traveled Analysis



Induced Additional Automobile Travel



Geometric Design Hazards

Non-CEQA Transportation Analysis



Pedestrian, Bicycle and Transit Facilities



Project Access and Circulation

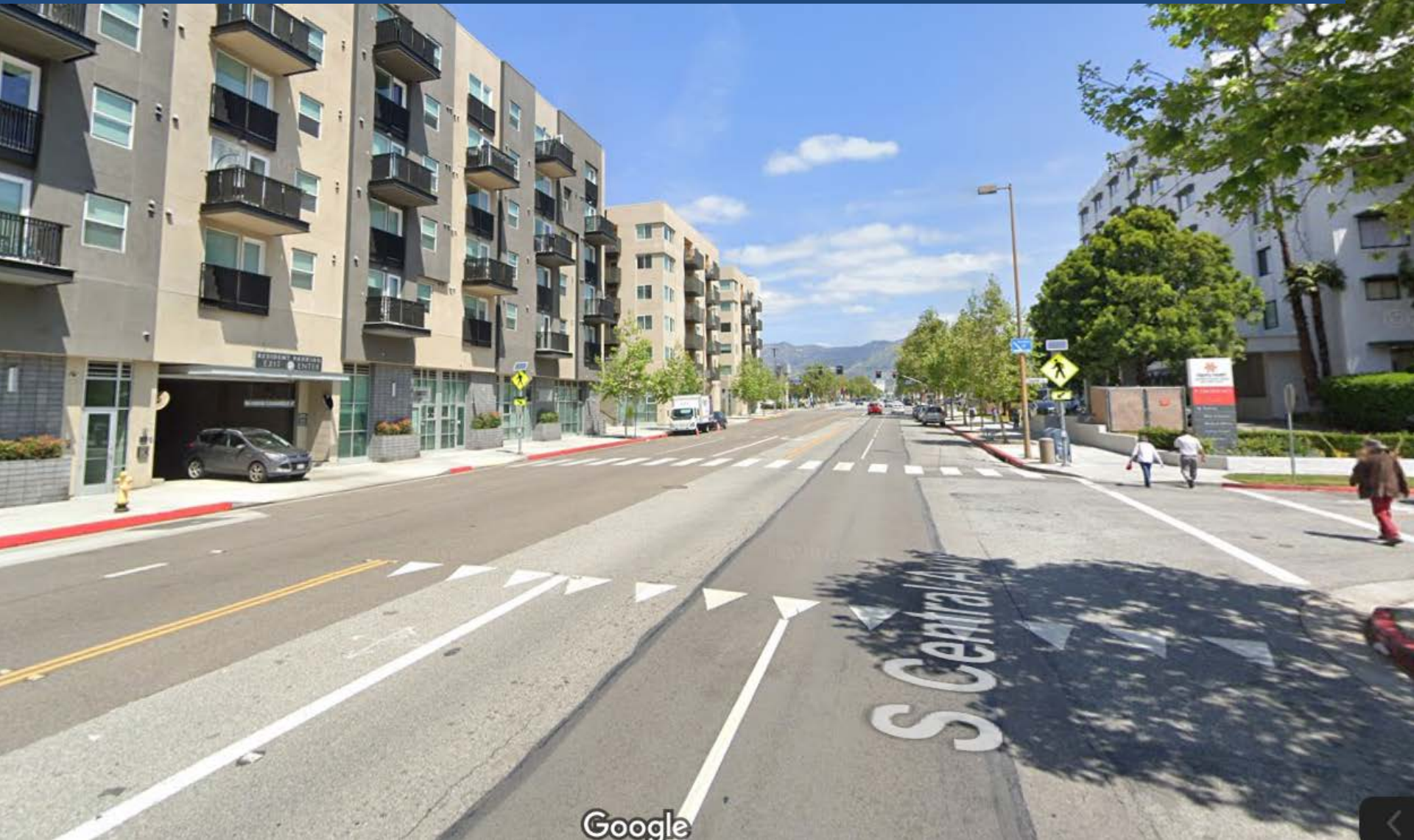


Project Construction



Residential Street Cut-Through

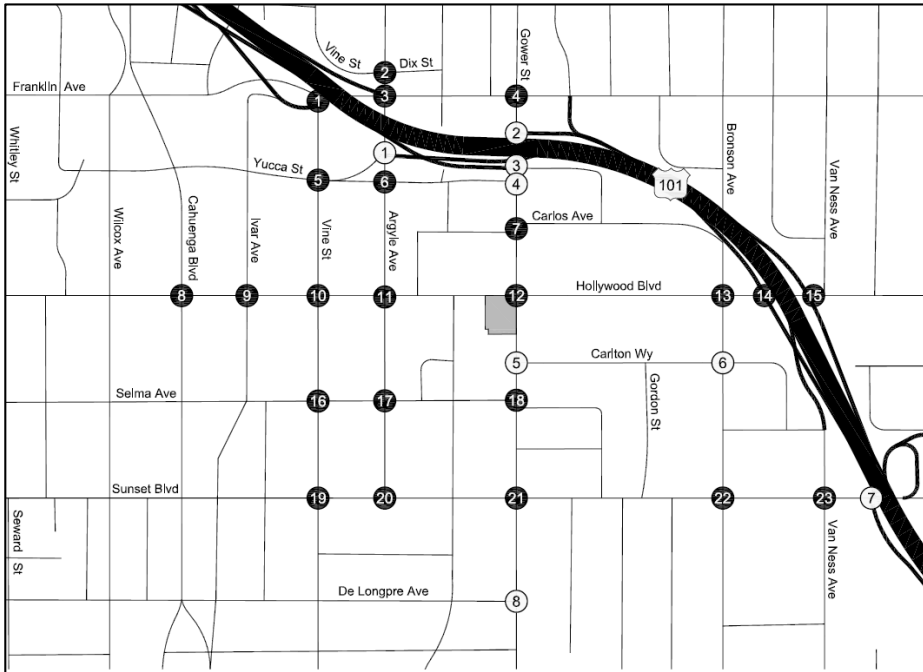
Address pedestrian, transit and bicycle needs where greater demand is demonstrated



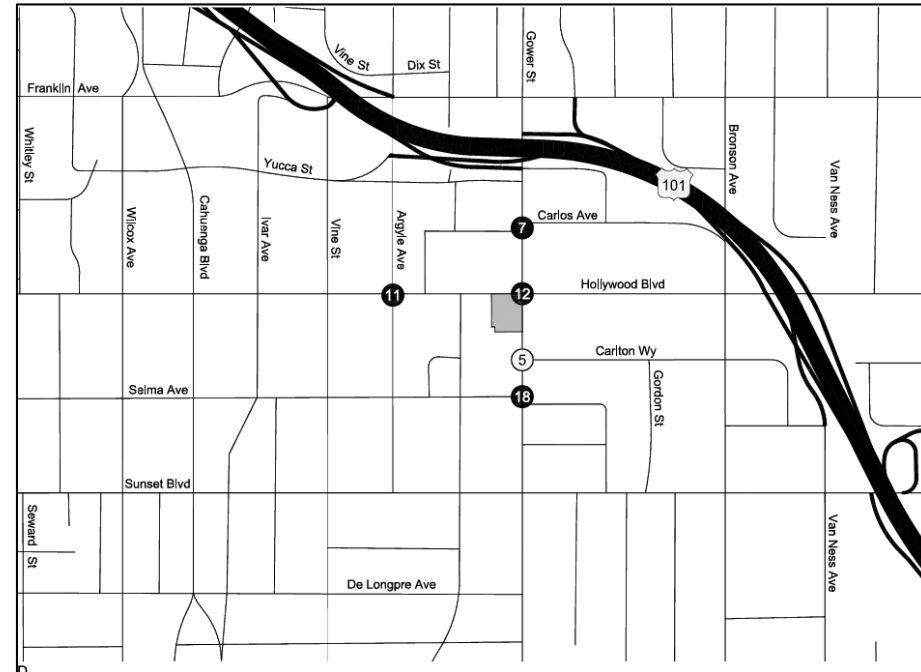
Address project access and circulation by limiting LOS analysis to adjacent intersections

The number of study intersections would be limited to those located immediately adjacent to the project site.

LOS Analysis



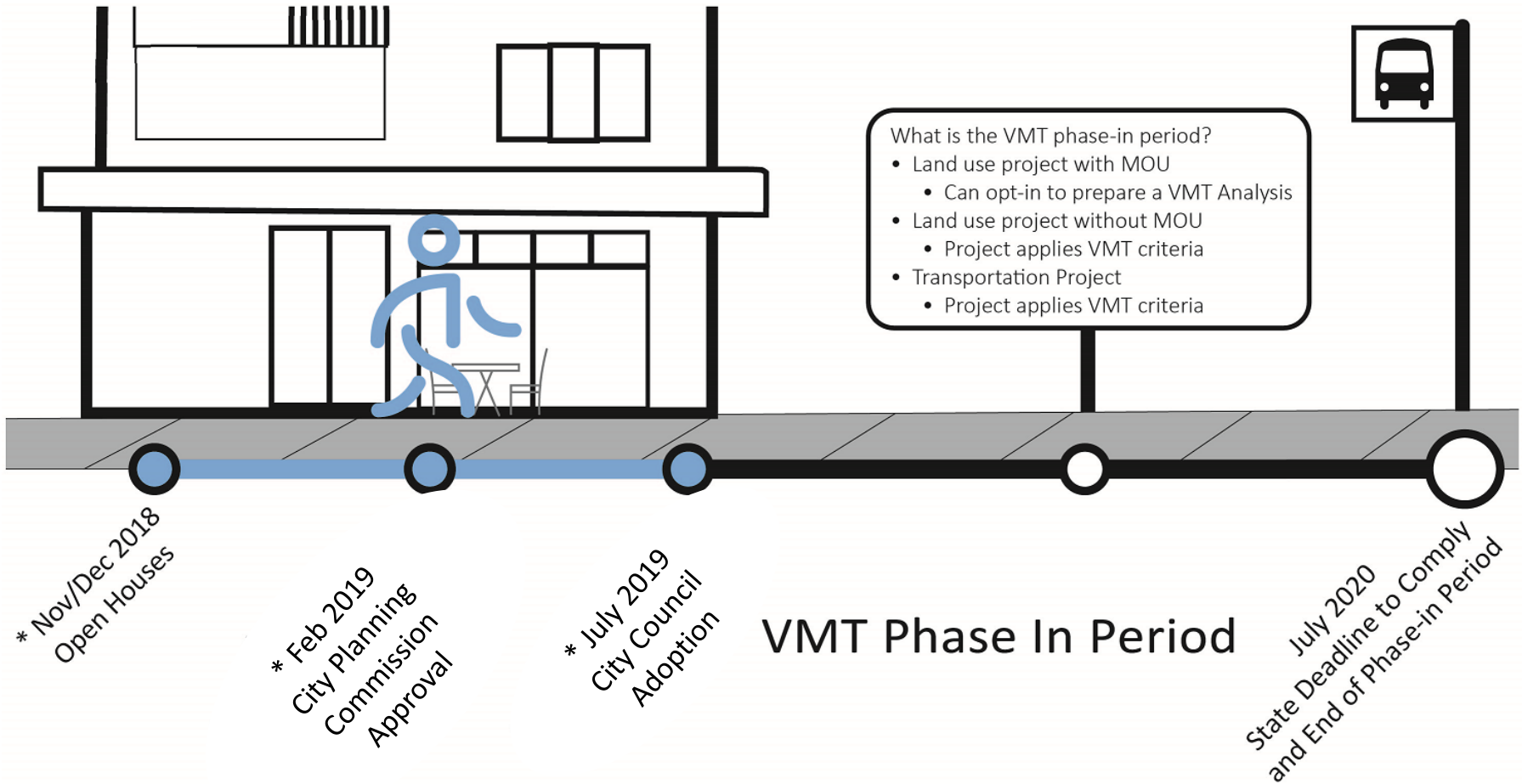
Access Analysis



Address residential street cut-through in ways that implement our plans



NEXT STEPS



NEXT STEPS

1. TDM Ordinance Update
2. VMT Research
 - Parking Supply
 - Infrastructure
 - Mobility Services
3. VMT-Based Fee Programs
 - VMT Exchange/Bank



Questions & Comments

DAVID SOMERS

Department of Transportation

e-mail david.somers@lacity.org

Go to: ladot.lacity.org/what-we-do/planning-development-review/transportation-planning-policy

and select *'Modernizing Transportation Analysis'*