Los Angeles is modernizing transportation
Achieving environmental protection goals

- Reduce transportation sector-related greenhouse gas emissions
- Make smart mobility decisions that improve the environment
- Build communities, not sprawl
- Promote clean mobility options to reduce criteria pollutants and greenhouse gas emissions
- Reduce exposure to pollutants and increase infrastructure for active transportation
- Promote clean mobility options to reduce criteria pollutants and greenhouse gas emissions
- Deliver options and inform choices for more sustainable travel
- Provide clean environments & healthy communities
Current process outcomes tend to result in incomplete streets
By focusing on reducing driver delay,

Streets can be less comfortable and less safe for everyone.
Wide, fast streets are less comfortable and less safe for everyone
Focusing on **local vehicle delay** encourages development far away from common destinations.
Using vehicle delay to evaluate land use projects restricts efficient development.
Using **vehicle delay** to evaluate land use projects restricts efficient development.
### PAST

<table>
<thead>
<tr>
<th>Metric</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Level of Service (LOS)</td>
<td>Delay</td>
</tr>
</tbody>
</table>

### FUTURE

<table>
<thead>
<tr>
<th>Metric</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Level of Service (LOS)</td>
<td>Delay</td>
</tr>
<tr>
<td>Vehicle Miles Traveled (VMT)</td>
<td>Low</td>
</tr>
<tr>
<td>Accessibility</td>
<td>High</td>
</tr>
</tbody>
</table>

**VMT** is a better measure of the effects of land use on the transportation system.
Why the changes?
Updated approach for measuring transportation impacts under the California Environmental Quality Act

Would the project:

→ Conflict with the City’s Mobility Plan or a related sustainable mobility policy?

→ Increase vehicle miles traveled (VMT)?

→ Increase hazards due to geometric design feature or incompatible use?
Benefits of measuring Vehicle Miles Traveled (VMT)

- Safer streets for all
- Evaluation of mitigation effectiveness
- Growth where it makes sense
- Reduce greenhouse gas emissions
Outcomes Angelenos care about
California Complete Streets Act
LA Vision Zero Action Plan
LA Mobility Plan 2035
LA Mayor ED 1 Great Streets
California Senate Bill 743
Sustainable City Plan
LA County Measure M
Using transportation data from our region
Trip data from housing & mixed use sites in our City

Localized trip generation rates & VMT

Updated Travel Demand Forecasting (TDF) Model
Updated project review process

Step 1  Project Screening Criteria will describe which projects are not required to submit a technical analysis
Updated project review process

Step 1  Project Screening Criteria

Step 2  If project exceeds screening criteria, a **VMT Impact Analysis** must be prepared for LADOT review

**Does not meet project screening criteria**
Vehicle Miles Traveled (VMT) per capita compared to regional average

<table>
<thead>
<tr>
<th></th>
<th>VMT per capita</th>
<th>VMT per employee</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Los Angeles</td>
<td>9.3</td>
<td>12.9</td>
</tr>
<tr>
<td>SCAG* Region</td>
<td>17.2</td>
<td>21.3</td>
</tr>
</tbody>
</table>

*Southern California Association of Governments
Gathering feedback from practitioners
### VMT impact criteria set by APC

<table>
<thead>
<tr>
<th>Area Planning Commission</th>
<th>VMT per capita</th>
<th>VMT per employee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>6.0</td>
<td>7.6</td>
</tr>
<tr>
<td>East LA</td>
<td>7.2</td>
<td>12.7</td>
</tr>
<tr>
<td>Harbor</td>
<td>9.2</td>
<td>12.3</td>
</tr>
<tr>
<td>North Valley</td>
<td>9.2</td>
<td>15.0</td>
</tr>
<tr>
<td>South LA</td>
<td>6.0</td>
<td>11.6</td>
</tr>
<tr>
<td>South Valley</td>
<td>9.4</td>
<td>11.6</td>
</tr>
<tr>
<td>West LA</td>
<td>7.4</td>
<td>11.1</td>
</tr>
</tbody>
</table>
THE CITY OF LOS ANGELES

Customized VMT Calculator
requires a project description
presented VMT reduction strategies to choose from
Customized VMT Calculator estimates the transportation impacts of proposed projects

<table>
<thead>
<tr>
<th>Proposed Project</th>
<th>With Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,042 Daily Vehicle Trips</td>
<td>3,891 Daily Vehicle Trips</td>
</tr>
<tr>
<td>44,799 Daily VMT</td>
<td>28,845 Daily VMT</td>
</tr>
<tr>
<td>7.4 Household (HH) VMT per Capita</td>
<td>4.8 Household (HH) VMT per Capita</td>
</tr>
<tr>
<td>11.3 Work VMT per Employee</td>
<td>7.2 Work VMT per Employee</td>
</tr>
<tr>
<td>20,796 Retail VMT</td>
<td>13,390 Retail VMT</td>
</tr>
</tbody>
</table>

**Significant VMT Impact?**

- **HH: Yes**
  - Threshold = 6.2
  - 15% Below APC
- **HH: No**
  - Threshold = 6.2
  - 15% Below APC
- **Work: No**
  - Threshold = 11.8
  - 15% Below APC
- **Work: No**
  - Threshold = 11.8
  - 15% Below APC
VMT mitigation options include tested Transportation Demand Management (TDM) measures like:

- **Parking management** (priced, unbundled, shared)
- **Transit incentives** (bulk pass purchase, shuttles)
- **Education**, encouragement, and incentives
- **Commute trip reduction**
- **New shared mobility** (car share, bike share)
- **Neighborhood connectivity enhancements**
Updated project review process

**Step 1**  
Project Screening Criteria

**Step 2**  
VMT Impact Analysis

**Step 3**  
Project implements TDM and reduces vehicle miles traveled
New Evaluation Process

Updated Tools for Planning & Evaluation

- Affordable Housing & Mixed Use Vehicle Trip Adjustments
- Localized Trip Generation Rates & VMT
- Area-Specific VMT Impact Criteria
- Credit System & Monitoring for TDM

New Transportation Study Procedures