

Programs – ANALYSIS

Programs in the Analysis category evaluate the City's existing performance to identify appropriate new strategies to encourage/require projects to incorporate improvements for non-motorized transportation, mixed-use development, and reductions in VMT and transportation impacts.

Transportation Demand Management (TDM) Ordinance and Revision. Update the Transportation Demand Management (TDM) ordinance (LAMC 12.26.J) to expand the number and type of projects required to incorporate TDM strategies and expand the number and variety of available TDM strategies. *Update the City's Transportation Demand Management Ordinance, which places certain requirements on businesses to help decrease commuter traffic, to be more relevant to the commuting patterns of today.*

Level of Service (LOS) Modification. Re-evaluate the City's Level of Service (LOS) policies for motor vehicle circulation to account for impact for non-auto modes, such as bicycling, walking, and transit. *Re-evaluate the City's Level of Service (LOS) policies, which grade intersections based on their level of congestion, to take into account traffic impacts on non-auto modes, such as bicycling, walking, and transit.*

Performance Criteria. Utilize performance criteria that measure transportation system impacts at both the site and individual street level as well as system-wide as an alternative to project-by-project, site-by-site mitigation measures to make necessary street improvements. *Measure impacts on the entire transportation system, instead of only evaluating how it will affect the area surrounding the project.*

Trip Credits. Provide additional "trip credits" for residential developments that are located in proximity to Metro fixed rail and fixed guideway stations and transit stops with frequent (15 minute frequency or less between 7:00 am and 6:30 pm) bus service. Provide additional trip credits for mixed-use development and mixed income development located near transit. Reduce project required traffic mitigations. *Provide incentives to new residential developments located nearby Metro Rail and Rapid Bus stations. Projects that contain residential and commercial space would receive bonus credits.*

VMT Reductions. Disclose VMT/trip reductions or increases in land use compatibility findings in development review or land use policies. *Make the public aware if, during a project review process, a change in land use would reduce or increase VMT (Vehicle Miles Traveled).*

Benefit Calculations. Where feasible, quantify the VMT and trip demand or benefits that would result from land-use discretionary actions. *Where feasible, show (in terms of miles, trips, or other benefits) how a change in land-use might affect traffic congestion levels.*

For more information:

project website: la2b.org | online town hall: ideas.la2b.org
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Fees. Establish procedures to utilize impact or development fees for improvements in the right-of-way for non-motorized modes. *Use money from impact or development fees to fund improvements in the right-of-way for pedestrian and bicycle improvements.*

Mitigations. Assure mitigations do not narrow existing sidewalks, decrease bike lanes or greatly disturb transit/bus stop locations. Require developers to provide land necessary to accommodate required sidewalk width.

Traffic Study Guidelines Revision. Amend guidelines. *Revise existing guidelines.*

Greenhouse Gas Emission Tracking Program. Quantify total reduction in GHG from bicycle use and vehicle miles traveled.

Carbon Offset Credits. Track and apply offset credits towards the City's compliance with SB 375, AB 32, and the region's Sustainable Community Strategy.

Economic Benefits of Bikeway Improvements. Measure the economic impact on "main street" corridors resulting from bikeway improvements.

Retail Revenues in Main Street Corridors Program. Measure the change in retail revenues resulting from the implementation of Complete Street modifications.

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