

MODERNIZING TRANSPORTATION MANAGEMENT IN LOS ANGELES ORDINANCE BACKGROUND & FREQUENTLY ASKED QUESTIONS

Updated April 2, 2018



PURPOSE

With a growing number of residents, jobs, and visitors, the City of Los Angeles needs an updated set of transportation solutions to provide everyone with efficient, sustainable, and safe access to their destinations. Transportation demand management (TDM) can help the City provide quality mobility choices to everyone through partnerships with new development and using innovative techniques.

BACKGROUND

An update to the City's current TDM Ordinance is long overdue. The 25-year-old ordinance no longer meets the needs of a modern, growing city. Our City needs an ordinance that factors on-demand and shared mobility services that have changed people's travel behavior in recent years. New services, such as bike share, carshare, on-demand rides, and other smart technologies offer more options than we ever could have imagined in 1993.

FREQUENTLY ASKED QUESTIONS

What is Transportation Demand Management (TDM)?

TDM describes strategies or measures that improve the efficiency of the transportation network by supporting sustainable travel options, and reducing travel demands through diverse land use.

What is the new TDM Program? How will it work?

Builders of new construction subject to the City's TDM Program will be offered a menu of options to provide on-site occupant and neighborhood amenities that will encourage sustainable trip choices and reduce drive alone trips.

City staff has designed TDM Program requirements for Site TDM Plan development, monitoring, and evaluation to be user-friendly and administratively manageable. The final Site TDM Plan will be recorded as a condition of approval for the proposed project and a proactive monitoring program will ensure that projects deliver the measures that they have selected to implement to meet their project's requirements.

What is the TDM menu and how will it work?

The City has developed a menu of TDM measures that developers incorporate into their new construction projects. The menu was established based on a review of literature and best practices from across the country, local research, and professional expertise. Each option has a point value based on its relative effectiveness in reducing the number of trips made by people driving. Developers will select a set of TDM measures with enough point value to achieve the TDM Point Target for their proposed project.

Which projects will have to comply with the TDM Program?

New construction projects that are above the defined site criteria.

Will a project be able to change measures over time?

Yes. Projects will be given yearly opportunities to alter their Site TDM Plan should monitoring and evaluation demonstrate a need for adjustment.

How is TDM being implemented in Los Angeles today?

The Warner Center Transportation Management Organization (TMO) was formed in 1989 to expand the commute options of 35,000 Warner Center employees. The Warner Center TMO has helped increase carpool (from 10% to 23%), bicycle (from 0.5% to 2%), and transit (from 0.4% to 5%) commute trips to the area.

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In 2010, the Century City TMO developed a web-based, multimodal dashboard that connects employees with trip planning information and tracks commute trip details. By 2012, Century City TMO employees logged 27,400 trips using transportation options other than driving alone. A total of approximately 218,000 pounds of CO2 and 537,000 vehicle miles traveled were averted.

Which Specific Plans currently apply TDM Measures?

Alameda District

Century City North

Century City South

Central City West

Coastal Transportation Corridor

Cornfield Arroyo Seco

Jordan Downs

Los Angeles Sports and Entertainment District

Loyola Marymount University

Ponte Vista at San Pedro

Ventura / Cahuenga Blvd

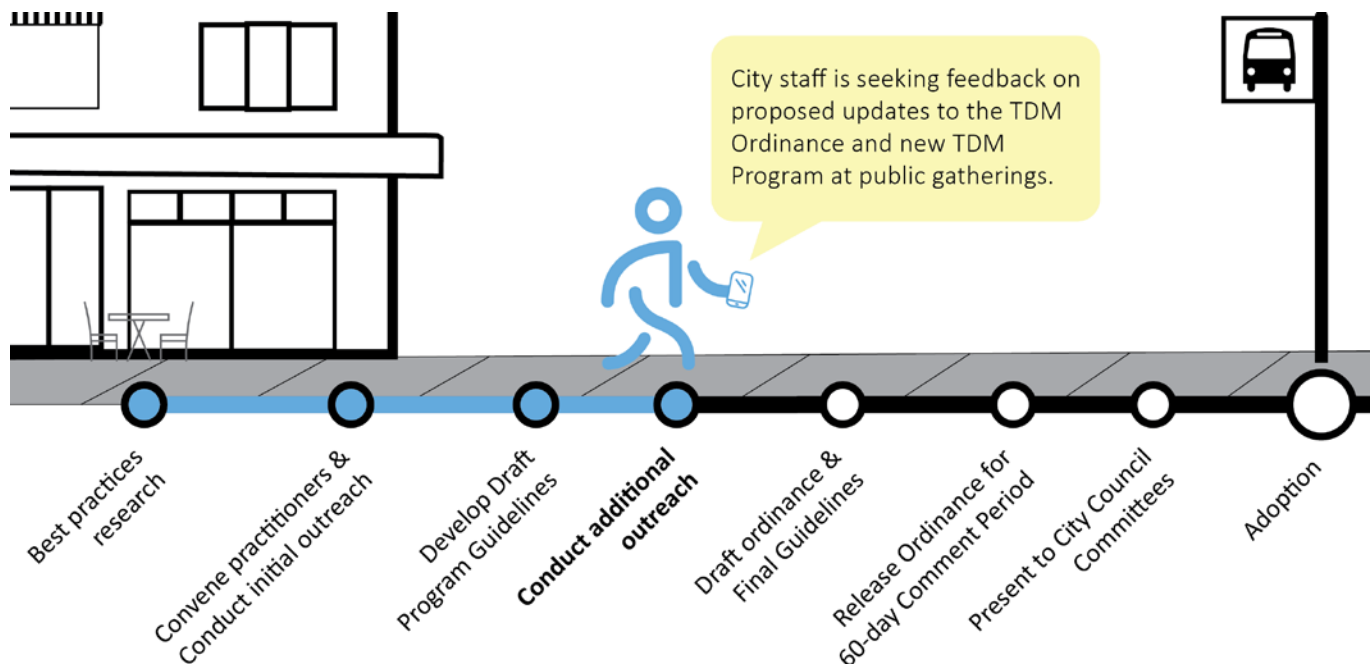
Warner Center

Los Angeles Traffic Improvement and Mitigation

Do other cities have similar TDM Ordinances?

In California, the cities of Pasadena, San Francisco, Santa Monica, and Glendale have recently updated their TDM Ordinances to include more options to compliance. Across the country, the cities of Arlington in Virginia and Cambridge in Massachusetts have long had successful and constantly evolving TDM Programs.

What is the TDM Ordinance update process?



If I have more questions about TDM in the City of Los Angeles, who can I contact?

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