

## Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT’s Transportation Assessment Guidelines:

### I. PROJECT INFORMATION

Project Name: \_\_\_\_\_

Project Address: \_\_\_\_\_

Project Description: \_\_\_\_\_

LADOT Project Case Number: \_\_\_\_\_ Project Site Plan attached? (Required)  Yes  No

### II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature<sup>1</sup>, that are being considered for this project:

Reduced Parking Supply <sup>2</sup>	Bicycle Parking and Amenities	Parking Cash Out
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List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff’s determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

- |         |         |
|---------|---------|
| 1 _____ | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

### III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other \_\_\_\_\_

Trip Generation Adjustment <i>(Exact amount of credit subject to approval by LADOT)</i>	Yes	No
Transit Usage	<input type="checkbox"/>	<input type="checkbox"/>
Existing Active or Previous Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management (See above)	<input type="checkbox"/>	<input type="checkbox"/>

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required)  Yes  No

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	_____	_____	_____
PM Trips	_____	_____	_____

NET Daily Vehicle Trips (DVT)  
 \_\_\_\_\_ DVT (ITE \_\_ ed.)  
 \_\_\_\_\_ DVT (VMT Calculator ver. \_\_\_\_ )

<sup>1</sup> At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

<sup>2</sup>Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City’s Bicycle Parking Ordinance, State Density Bonus Law, or the City’s Transit Oriented Community Guidelines.

**IV. STUDY AREA AND ASSUMPTIONS**

Project Buildout Year: \_\_\_\_\_ Ambient Growth Rate: \_\_\_\_\_ % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)*  Yes  No

STUDY INTERSECTIONS and/or STREET SEGMENTS:  
*(May be subject to LADOT revision after access, safety, and circulation evaluation.)*

1 _____	4 _____
2 _____	5 _____
3 _____	6 _____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network?  Yes  No

If a study intersection is located within a ¼-mile of an adjacent municipality’s jurisdiction, signature approval from said municipality is required prior to MOU approval.

**V. ACCESS ASSESSMENT**

- a. Does the project exceed 1,000 net DVT?  Yes  No
- b. Is the project’s frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City’s General Plan?  Yes  No
- c. Is the project’s building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City’s General Plan?  Yes  No

**VI. ACCESS ASSESSMENT CRITERIA**

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

**VII. SITE PLAN AND MAP OF STUDY AREA**

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*For mixed-use projects, also show the project trips and project trip distribution by land use category.

**VIII. FREEWAY SAFETY ANALYSIS SCREENING**

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour?  **YES**  **NO**

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

**IX. CONTACT INFORMATION**

CONSULTANT

DEVELOPER

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Approved by:	x _____	_____	x _____	_____
	Consultant's Representative	Date	LADOT Representative	**Date
Adjacent Municipality:	_____	Approved by:	_____	_____
		(if applicable)	Representative	Date

\*\*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.