

# TRANSPORTATION DEMAND MANAGEMENT ORDINANCE

## FREQUENTLY ASKED QUESTIONS

Updated June 5, 2019



### **WHAT IS TRANSPORTATION DEMAND MANAGEMENT (TDM)?**

A series of strategies that reduce drive-alone trips by supporting transit, walking, carshare, neighborhood shuttles, and many other sustainable travel options.

### **WHY IS THE ORDINANCE BEING UPDATED?**

The current TDM ordinance, adopted in 1993, no longer supports the transportation needs of Angelenos. Today, more mobility options are available through an expanding transit system and new services, such as bike share, car share, on-demand transit, real time information, and smart technologies. An update to the ordinance complements the efforts to implement the Mobility Plan 2035 and Senate Bill 743, by requiring transportation options for projects outside of those that are found to have impacts under CEQA.

### **WHICH PROJECTS WILL HAVE TO COMPLY WITH THE TDM ORDINANCE?**

New development projects that exceed thresholds based on size and type of land use.

### **HOW WILL THE UPDATED TDM ORDINANCE BE IMPLEMENTED?**

Projects will select from a menu of on-site and neighborhood strategies that reduce drive alone trips. The selected strategies will be recorded as a condition of approval for the proposed project. LADOT's proactive monitoring program will ensure that projects implement the strategies they have selected.

### **WHAT IS THE TDM MENU?**

A menu of strategies offers mobility options that can be incorporated on-site or in the neighborhood. Each strategy has a point value based on its relative effectiveness in reducing drive-alone trips. The TDM strategies were selected based on local research, practitioner expertise, and best practices from across the country.

### **WILL A PROJECT BE BLE TO CHANGE THEIR SELECTED STRATEGIES OVER TIME?**

Yes, there will be opportunities to select different strategies should there be a need for adjustment.

### **WHAT TDM EXAMPLES EXIST 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 led to increased trips in the following modes:

- Carpool (from 10% to 23%)
- Transit (from 0.4% to 5%)
- Bicycle (from 0.5% to 2%)

In 2010, the Century City TMO developed a website that connects employees with trip planning information and tools. By 2012, Century City TMO employees logged 27,400 trips using sustainable transportation options other than driving alone. The Century City TMO has recorded an approximate reduction of:

- 218,000 pounds of CO<sub>2</sub>
- 537,000 vehicle miles traveled

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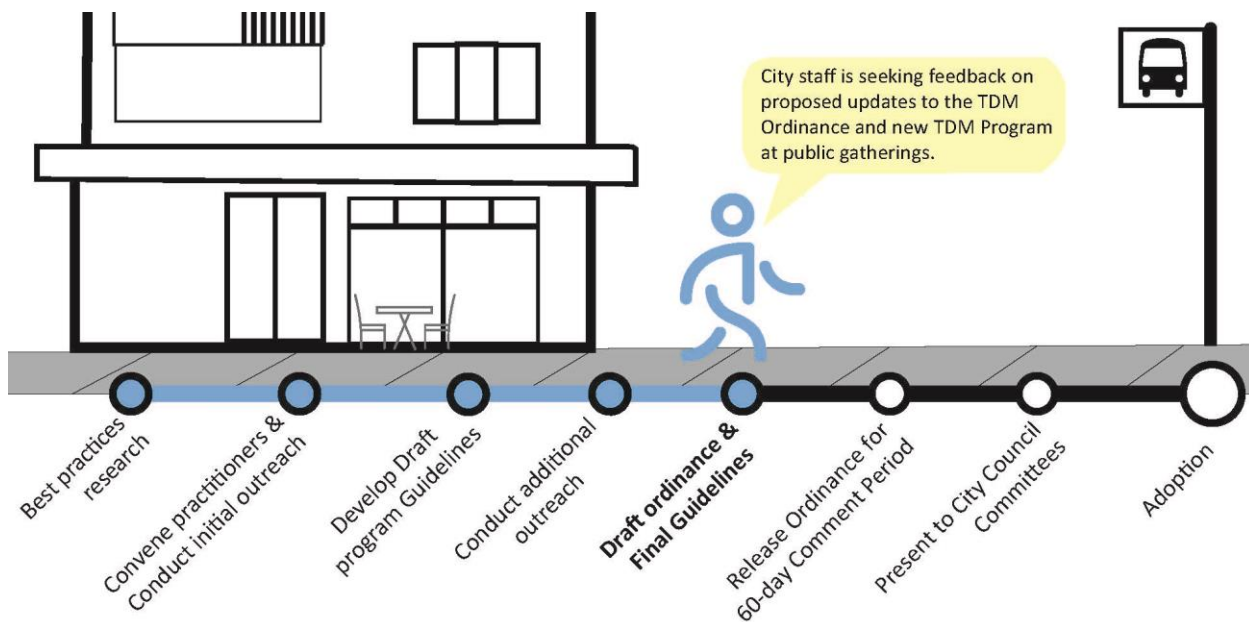
## **WHICH SPECIFIC PLANS CURRENTLY APPLY TDM?**

Alameda District	Cornfield Arroyo Seco	Ponte Vista at San Pedro
Century City North	Jordan Downs	Ventura /Cahuenga Blvd
Century City South	Los Angeles Sports and Entertainment District	Warner Center
Central City West	Los Angeles Traffic Improvement and Mitigation	West Los Angeles
Central Transportation Corridor	Loyola Marymount University	

## **DO OTHER CITIES HAVE SIMILAR TDM ORDINANCES?**

In California, the cities of Pasadena, San Francisco, Santa Monica, Carlsbad, West Hollywood, San Jose and Glendale have adopted TDM Ordinances that provide options for compliance. Across the country, the cities of Arlington, Virginia and Cambridge, Massachusetts have long had successful TDM Programs.

## **WHAT IS THE UPDATE PROCESS?**



## **WHERE CAN I FIND MORE INFORMATION?**

<http://ladot.lacity.org/what-we-do/planning-development-review/transportation-planning-policy>

## **IF I HAVE ADDITIONAL QUESTIONS ABOUT TDM, WHO CAN I CONTACT?**

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