

# Travel Demand Forecast Model

City Council/Planning Commission  
Joint Study Session

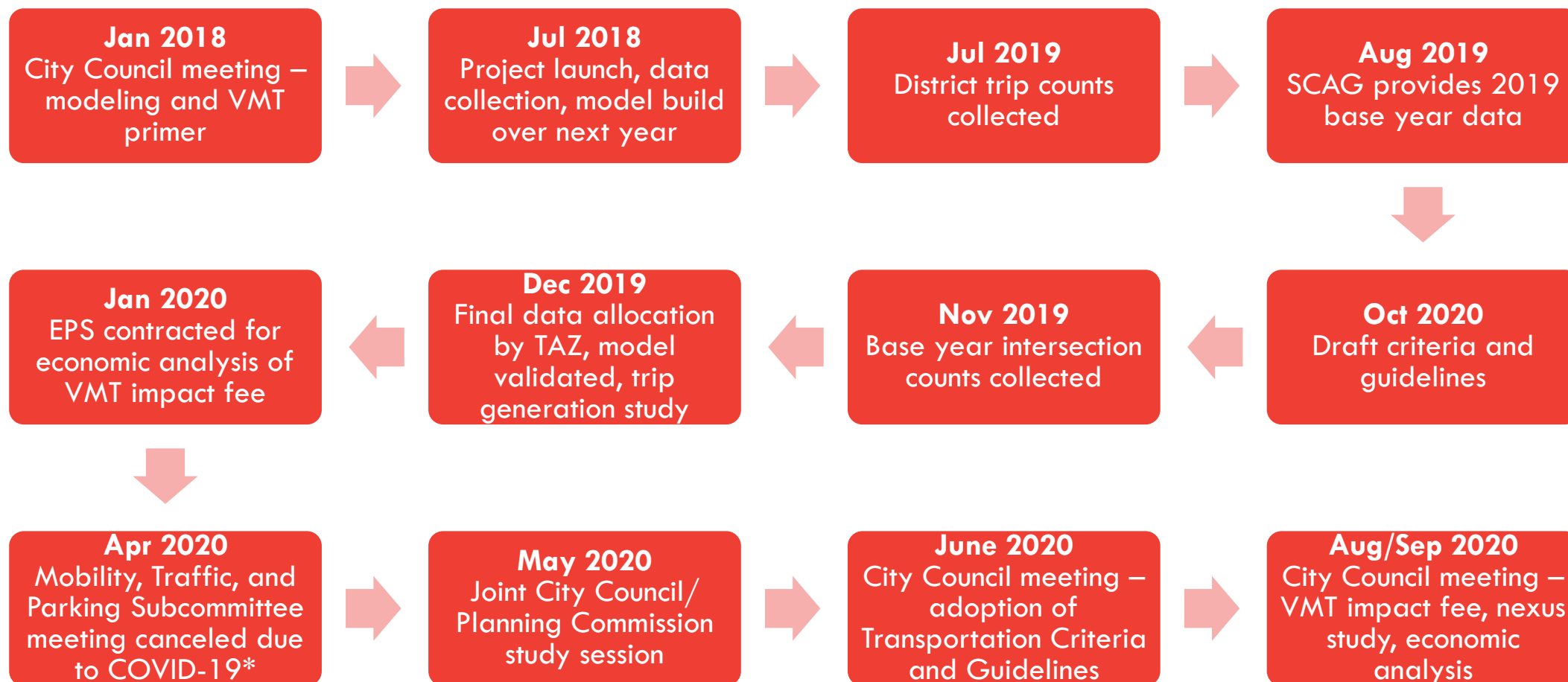
May 13, 2020

# Purpose of study session

- Review new and updated regulations
- Review new tools and fees
- Review updated Transportation Study Criteria and Guidelines
- Discuss and ask questions
- Planning Commission recommend approval to City Council



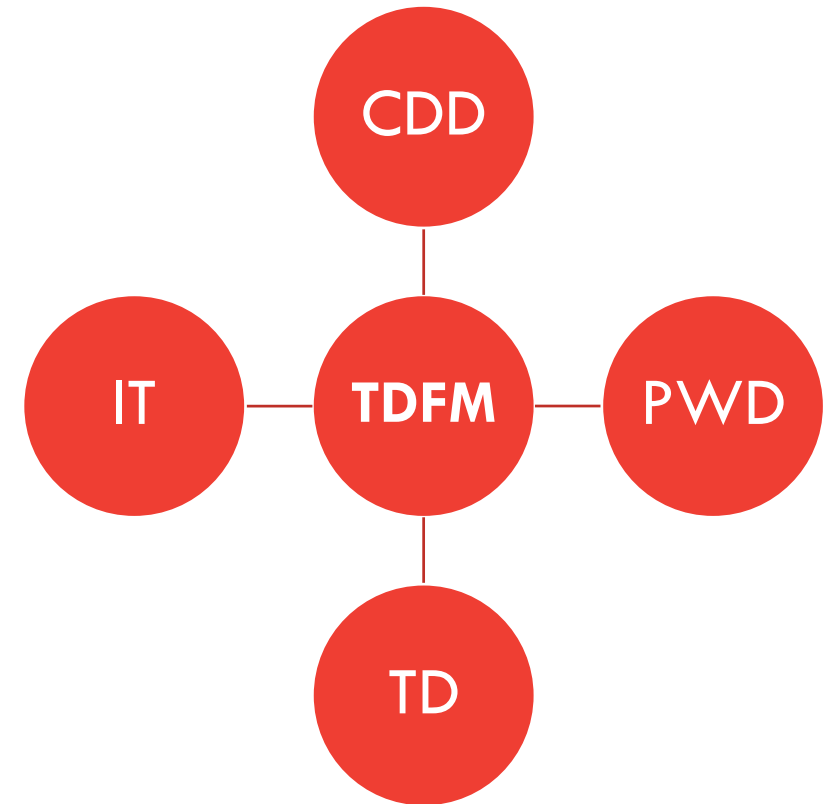
# TDFM project key milestones



*\*City Council and Planning Commission meetings are the only public meetings permitted during the pandemic.*

# TDFM project purpose

- Establish new and updated regulations and new tools and fees needed for the City to comply with SB 743
- New model will inform preparation, impact analysis, and adoption of the General Plan Update



TDFM project is an inter-departmental effort

# SB 743: Changes how transportation impacts to the environment are measured

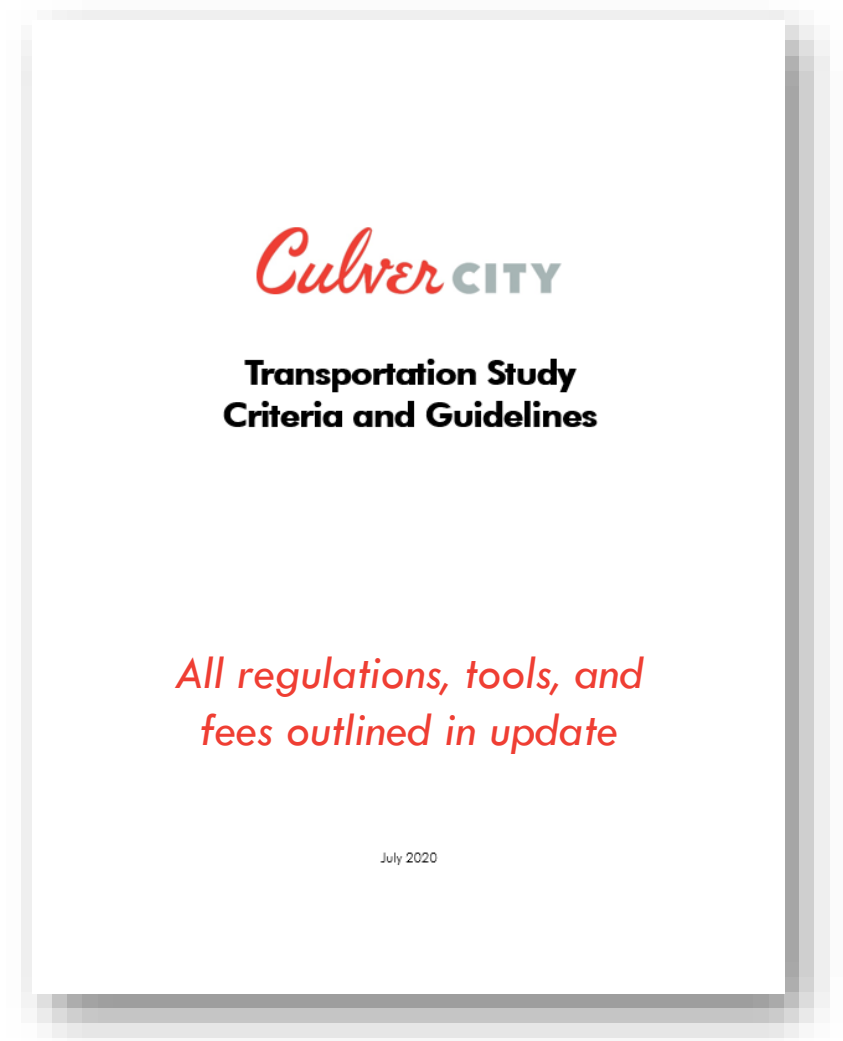
- Measures impacts with VMT, replacing LOS, under CEQA to support State goals
- Cities can still use LOS in local development review to inform site access and traffic operations, separate from CEQA

## State's Sustainability Goals

Land use diversification	GHG emission reductions
Public health improvement	Multimodal transportation network

# Regulations, tools, and fees

- New and updated regulations
  - New VMT screening, impact thresholds, and mitigation options
  - Updated LOS requirements
  - Updated non-LOS/VMT requirements
- New VMT impact evaluation tools
  - Travel behavior/demand forecast model
  - Project-level calculator tool
- New fees
  - VMT impact fee
  - Transportation study review fee



# Regulations: New CEQA VMT screening thresholds

If a development project meets any of the thresholds, it would not need an analysis of environmental impacts:

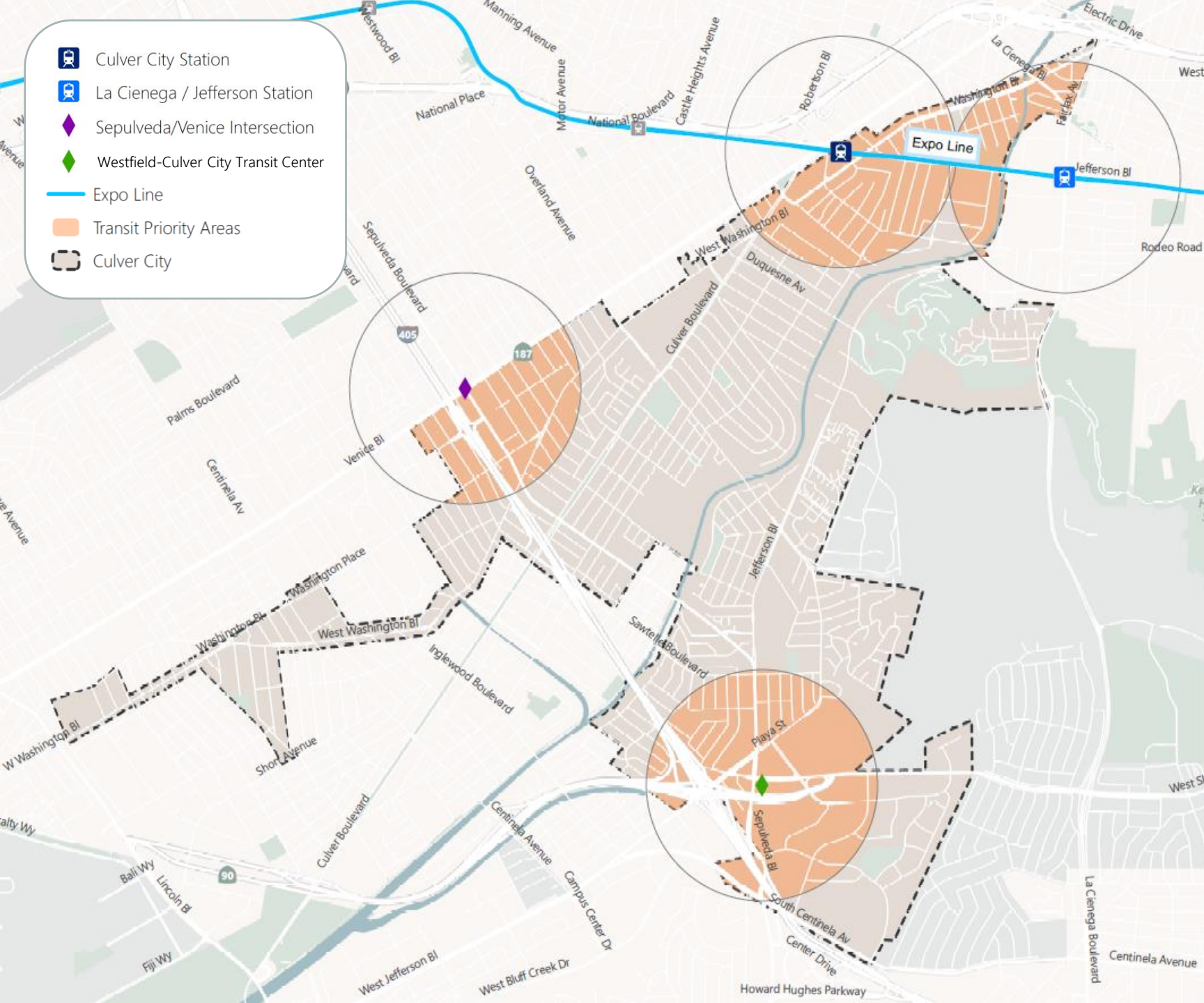
Apply to full project	<ul style="list-style-type: none"><li>• Small projects resulting in fewer than 250 daily, or 25 peak hour trips</li><li>• Projects within a 1/2 mile of <b>key TPAs</b></li></ul>	Metro E (Expo) Line Culver City Station	Metro E (Expo) Line La Cienega Station
Apply to specific land uses	<ul style="list-style-type: none"><li>• Affordable housing projects (100% affordable projects screened entirely)</li><li>• Local serving retail projects with fewer than 50,000 square feet in size at a single store</li></ul>	Westfield-Culver City Transit Center	Sepulveda/Venice Boulevard intersection



## Key TPAs

Projects within a 1/2 mile of key TPAs screened from CEQA transportation impact analysis

**CEQA**-California Environmental Quality Act  
**TPA**-transit priority area

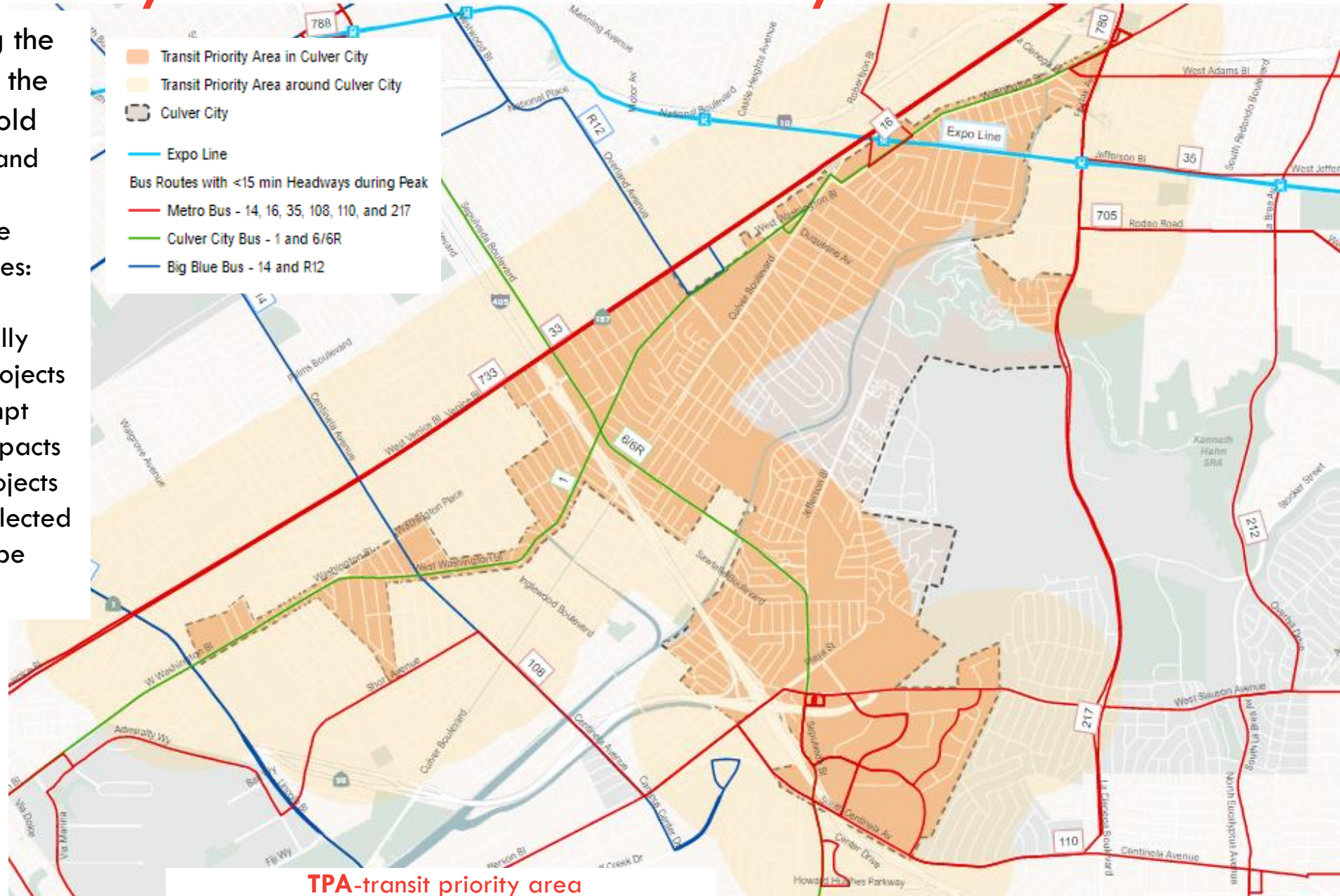




# Transit priority areas in Culver City

*Culver* CITY

- Backup slide shown during the 5/13/20 study session on the TPA VMT screening threshold
- Areas in orange are TPAs in and around Culver City
- Staff recommendation is more restrictive than State guidelines:
  - State guides that lead agencies should generally presume that certain projects within any TPA be exempt from analyzing VMT impacts
  - Staff recommended projects within four key TPAs reflected on the preceding slide be exempt



# Regulations: New CEQA VMT impact thresholds

- Projects with impacts exceeding thresholds would mitigate impacts to a less than significant level, to the extent feasible, or pay an in-lieu fee
- Metrics and thresholds comply with State guidelines in the OPR Technical Advisory

Use	Metric	Threshold
Residential	Daily home-based daily VMT/capita	15% below baseline levels
Work	Daily home-based-work VMT/employee	15% below baseline levels
Regional Retail	Total VMT	Any net positive change in citywide VMT

# Regulations: Supplemental criteria (not subject to CEQA)

- Traffic operations
  - Intersection LOS
  - Project trip generation
  - Trip distribution and assignments
  - Study intersection and street segments
  - Traffic counts
  - Buildout/future year forecasts
  - Neighborhood/residential streets
  - Warrants analysis for non-signalized intersections
- Transit operations
  - Travel demand/capacity by route
  - *Transit delay by route\**
  - Hazardous conditions
- Driveways
  - Vehicular access
  - Pedestrian and bicycle access
- Parking
- Curb space allocation
- Safety

*\*New Threshold – Projects with more than 300 trips in the PM peak hour or 3,000 daily trips required to conduct analysis.*

# Updated Transportation Study Criteria and Guidelines

- Provides guidance on all transportation study regulations, tools, and fees
- Formerly the *“Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City”*
- Sections:
  1. Background and Purpose
  2. Transportation Study Process
  3. Transportation Study Format and Contents
  4. CEQA Transportation Study Analysis Requirements
  5. Supplemental Transportation Analysis Requirements
  6. Fee Program

# Transportation analysis topics

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## CEQA Analysis

Programs, plans, ordinances, policies

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Land use projects (VMT)

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Transportation projects (VMT)

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Geometric design hazards

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## Supplemental Analysis

Traffic operations (LOS)

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Transit operations

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Driveways

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Curb Space Allocation

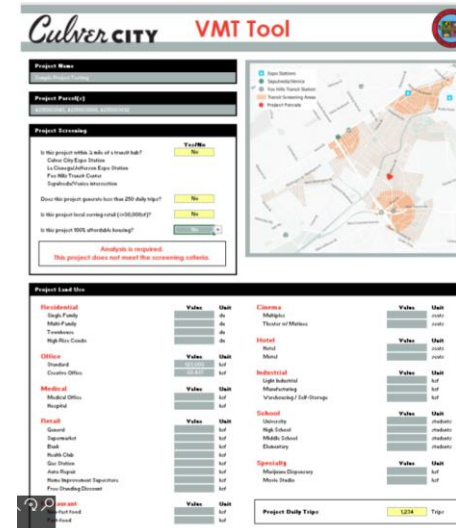
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Safety

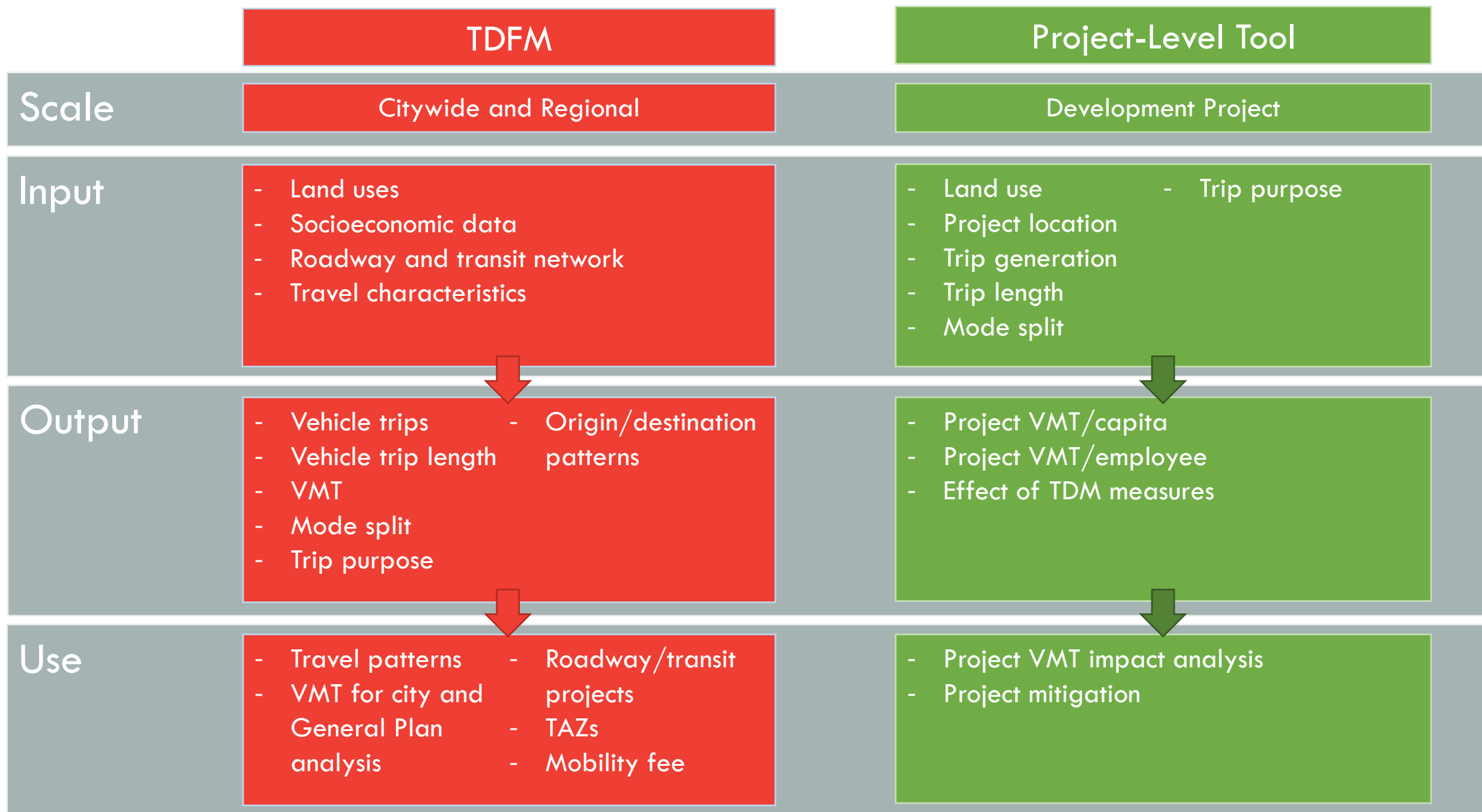
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## Project-level calculator tool







**TAZ**-traffic analysis zones **TDM**-transportation demand management **VMT**-vehicle miles traveled

## Fees: New VMT impact fee

- Based on project land use and VMT impact
- Projects needing to mitigate VMT impacts pay fee as mitigation, similar to an in-lieu fee
- Funds VMT-reducing mobility projects for improvements needed over a 20-year horizon
- Fees collected will be a percentage of project cost, remainder funded by grants, City funding, other funds, or a combination
- Anticipated for City Council approval by August/September 2020

# Fees: Transportation study review fee

- To recover staff costs for:
  - Project-level review
  - TDM monitoring and enforcement
  - Periodic updates to the model
  - Anything else needed to perform adequate project-level VMT analysis
- Fee calculated considering:
  - Hourly rates by staff positions (CDD, PWD, and TD)
  - Anticipated hours to negotiate MOU, review traffic study, and monitor and enforce measures including TDM

## Next steps

- **June 8:** City Council approves Transportation Study Criteria and Guidelines
- **July 1:** VMT must be used in CEQA transportation impact analyses statewide
- **August/September:** City Council consideration to approve new VMT impact fee, supported by a nexus study and economic analysis

# Discussion

Thank you!

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# CEQA transportation analysis

- Programs, plans, ordinances, and policies
- VMT – land use projects
- VMT – transportation projects
- Geometric design hazards

# Problems with LOS

- Hard and expensive to model real-world conditions accurately
- Focuses on moving more cars faster rather than people
- Discourages and penalizes “last in” infill development that creates an impact
- Encourages sprawl and exacerbates regional congestion
- Scale of analysis focusing on adjacent intersections and roadways is too small
- Induces vehicular travel
- Favors inefficiency and ignores road users who aren't in cars

# Benefits of VMT

- Data to evaluate effectiveness
- Lower CEQA costs
- Better public health and safety outcomes
- Fights climate change, reduces GHG emissions
- Promotes growth where it makes sense
- Streamlines transit and active transportation
- Lower road maintenance costs
- Enhances mobility throughout the region

# VMT mitigation options

- Parking management
- Transit incentives
- Education and encouragement
- Bicycle infrastructure
- Shared mobility
- Commute trip reduction
- Neighborhood enhancement