



PRESS RELEASE



LADOT
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Los Angeles Releases a New Data-Driven Program to Promote Sustainable Transportation


LOS ANGELES—Today, Los Angeles City Planning (City Planning) and the Los Angeles Department of Transportation (LADOT) unveiled proposed changes to the City's existing Transportation Demand Management (TDM) Program, including a proposed update to the citywide TDM Ordinance. The [draft proposal](#) would help reduce car dependence in Los Angeles by changing the Zoning Code for new developments, helping the City meet the carbon pollution reduction goals set out in the Mayor's Green New Deal. It would also introduce [strategies](#) that enhance sustainable mobility options.

The current update to the citywide TDM Ordinance aims to reduce the number of overall vehicle trips that result from new construction, leveraging the latest technologies and incentives to offer sustainable modes of transportation. While the City's existing TDM ordinance applies only to large-scale commercial sites, the proposed revision would expand the TDM Program to apply to more new construction projects, including multi-family residential development projects consisting of 16 or more units.

"This program puts people first. It recognizes Angelenos' diverse transportation needs, invests in walkable, bike-friendly, transit-rich communities, and incentivizes the creation of walkable activity centers," said Director of Planning Vince Bertoni. "By creating more efficient and sustainable options for getting around the City, we will make it easier for Angelenos to reach jobs, education, healthcare, and social activities."

The core of the initiative introduces new transportation strategies for reducing carbon emissions. These proposed changes to the City's Zoning Code would require projects of a certain size to incorporate TDM strategies for reducing drive-alone vehicle trips and total miles traveled.

"L.A.'s TDM Ordinance brings a long-overdue overhaul to our development review process that will make us a more connected and efficient city," said LADOT General Manager Seleta Reynolds. "When we incentivize a wider range of transportation options, we build a future with greater mobility, less traffic, and improved health outcomes for Los Angeles."



Through this legislative action, City Planning and LADOT will be better positioned to require new developments to contribute to the City’s expanding transportation options. New developments will be able to choose from a menu of TDM strategies to implement, including additional investments in public transit, biking, and carpooling, incentivizing sustainable transportation, and making travel option information more accessible to residents, employees, and visitors. As a result, Los Angeles will have more robust alternatives to driving alone, like public transit, walking, biking, and carsharing.

The City has created a TDM calculator to make compliance simple and transparent for developers. The calculator generates a “point target” based on each project’s scale and parking capacity that will help applicants understand the level of compliance required. Applicants can also select from a menu of pre-approved TDM strategies to reduce single-occupancy vehicle trips.

In the weeks ahead, LADOT and City Planning will hold virtual workshops and a public hearing to solicit community input before advancing the draft ordinance first to the City Planning Commission, and then to the City Council for adoption. For more information about TDM and to review draft documents, click the “Transportation Demand Management (TDM) Program Update” accordion at planning4la.org/mobility.

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