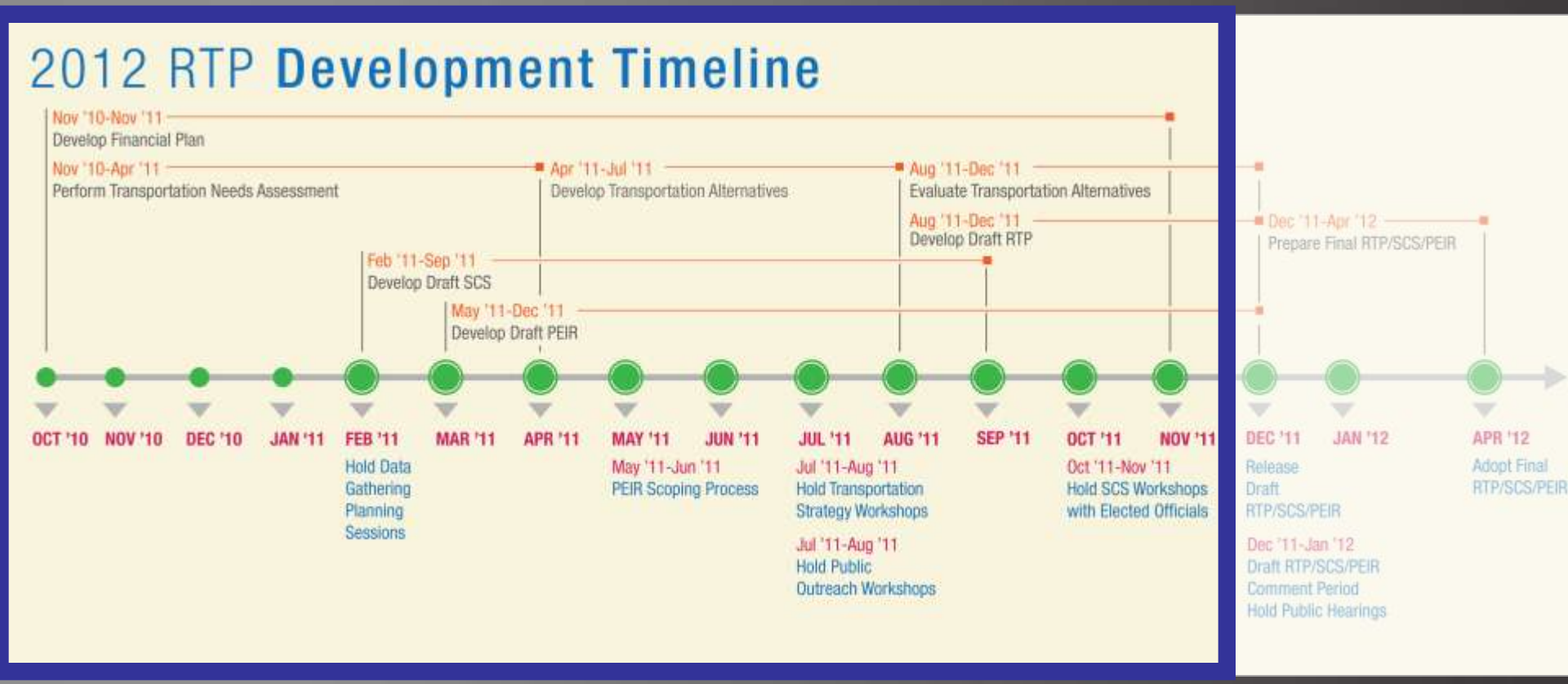
REGIONAL TRANSPORTATION PLAN
2012RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

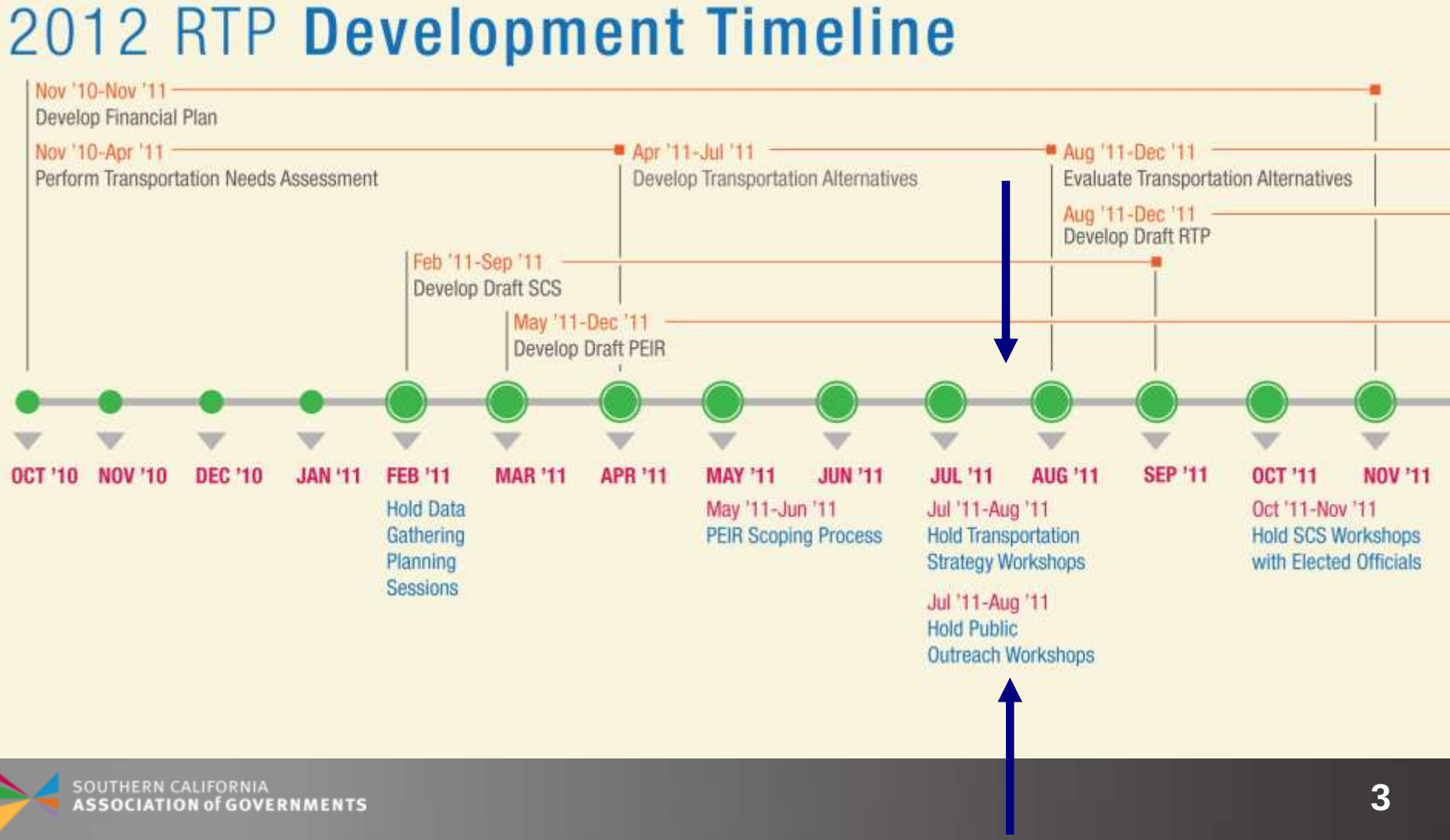
2012 RTP/SCS
PUBLIC OUTREACH WORKSHOP

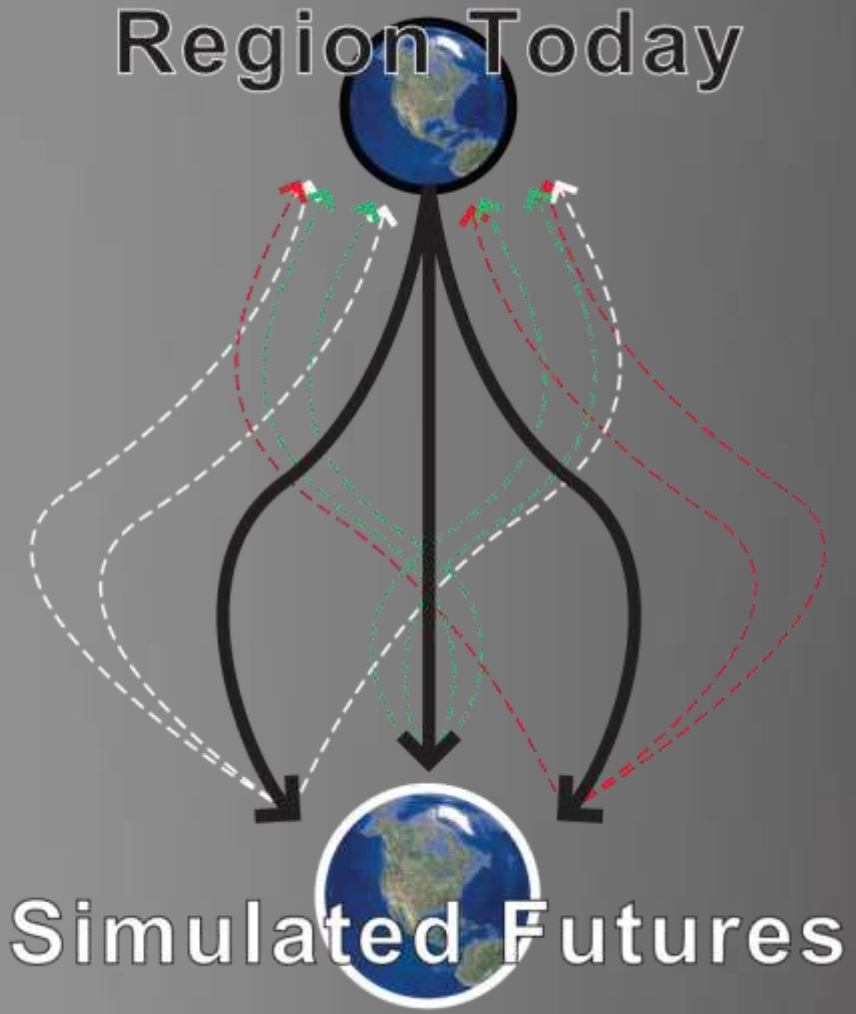
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Timeline


2012 RTP Development Timeline
Nov '10-Nov '11
Develop Financial Plan
Nov '10-Apr '11
Perform Transportation Needs Assessment
Apr '11-Jul '11
Develop Transportation Alternatives
Aug '11-Dec '11
Evaluate Transportation Alternatives
Aug '11-Dec '11
Develop Draft RTP
Feb '11-Sep '11
Develop Draft SCS
May '11-Dec '11
Develop Draft PEIR
Dec '11-Apr '12
Prepare Final RTP/SCS/PEIR
OCT '10
NOV '10
DEC '10
JAN '11
FEB '11
Hold Data Gathering Planning Sessions
MAR '11
APR '11
MAY '11
May '11-Jun '11
PEIR Scoping Process
JUN '11
JUL '11
Jul '11-Aug '11
Hold Transportation Strategy Workshops
Jul '11-Aug '11
Hold Public Outreach Workshops
AUG '11
SEP '11
OCT '11
Oct '11-Nov '11
Hold SCS Workshops with Elected Officials
NOV '11
DEC '11
Release Draft RTP/SCS/PEIR
Dec '11-Jan '12
Draft RTP/SCS/PEIR Comment Period
Hold Public Hearings
JAN '12
APR '12
Adopt Final RTP/SCS/PEIR

Where we've been

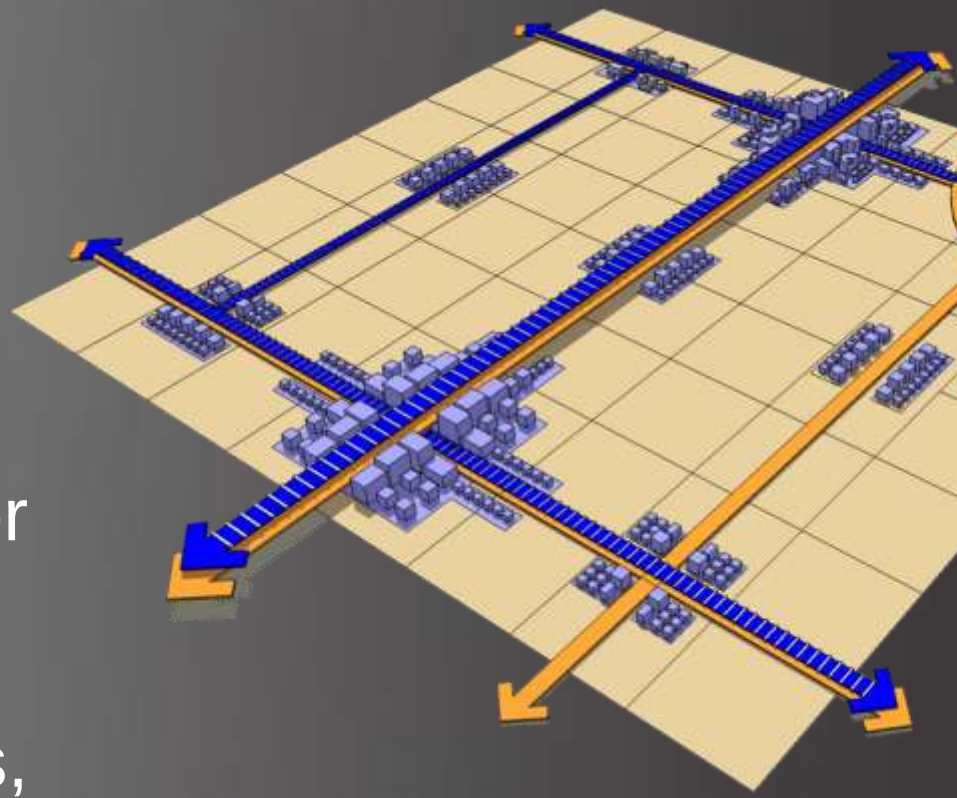




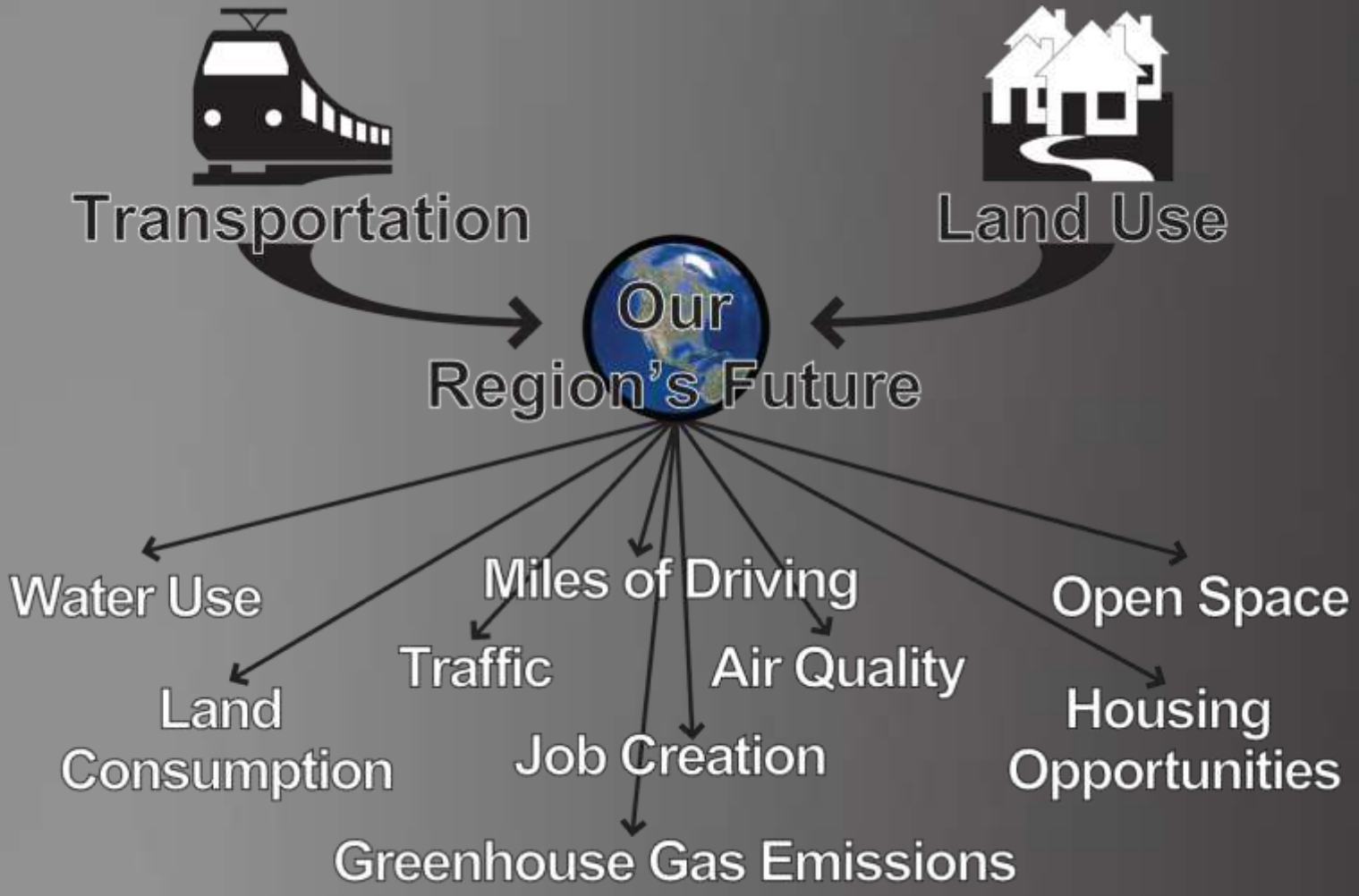
Scenarios for Southern California

Scenarios explore transportation and land development questions…

1. Should we grow up or out?
2. What type of homes should we build?
3. Invest more in roads or public transportation?
4. Bedroom communities, job centers, a balance?



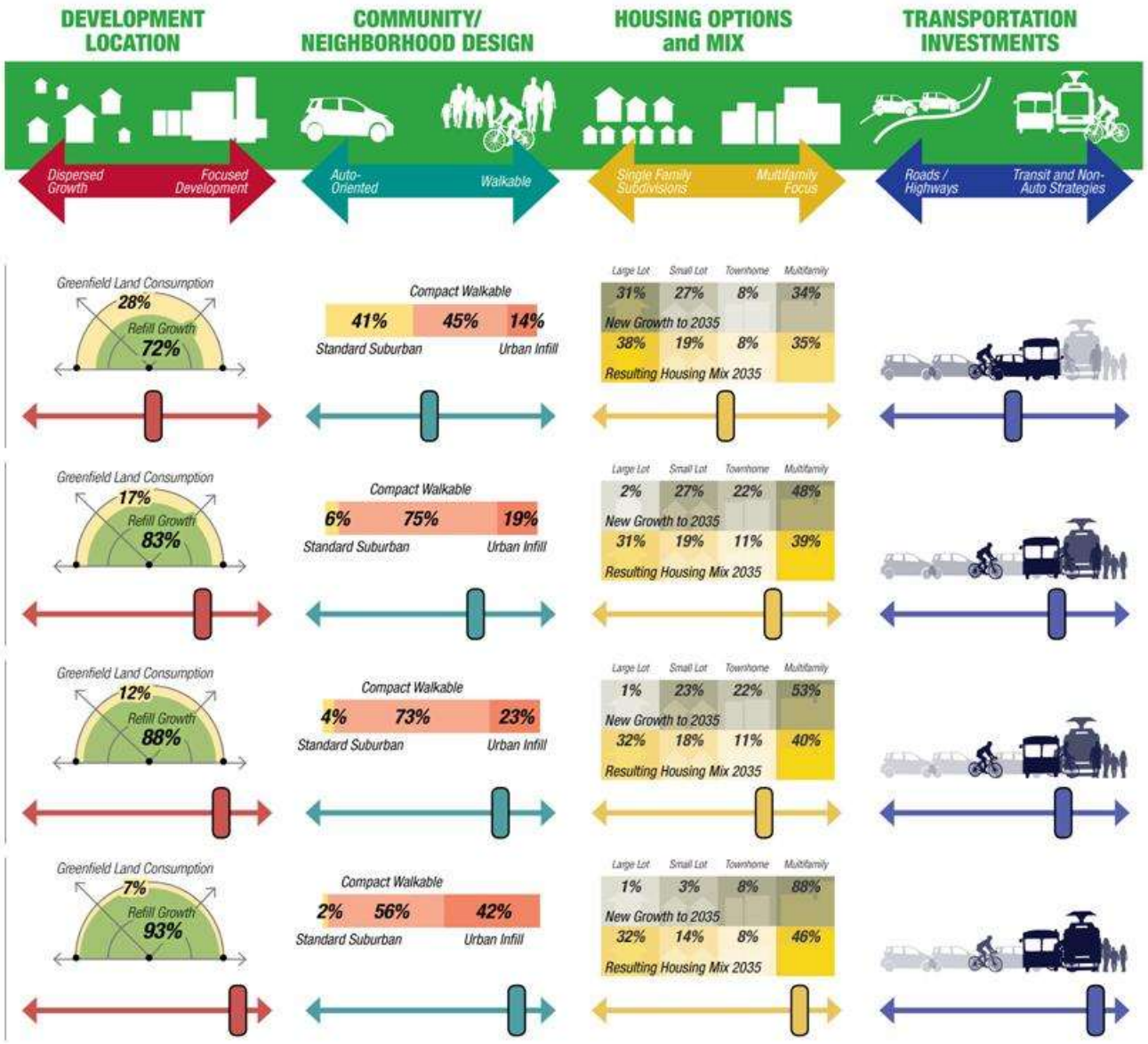
…to understand how different futures might shape our lives, economy, and environment



Today's Activities

1. Overview of the 2012 RTP Process
2. Discuss objectives that you feel the RTP should meet
3. Identify regional issues that matter most to you
4. Provide input on scenarios for addressing growth and transportation

Scenarios Snapshot

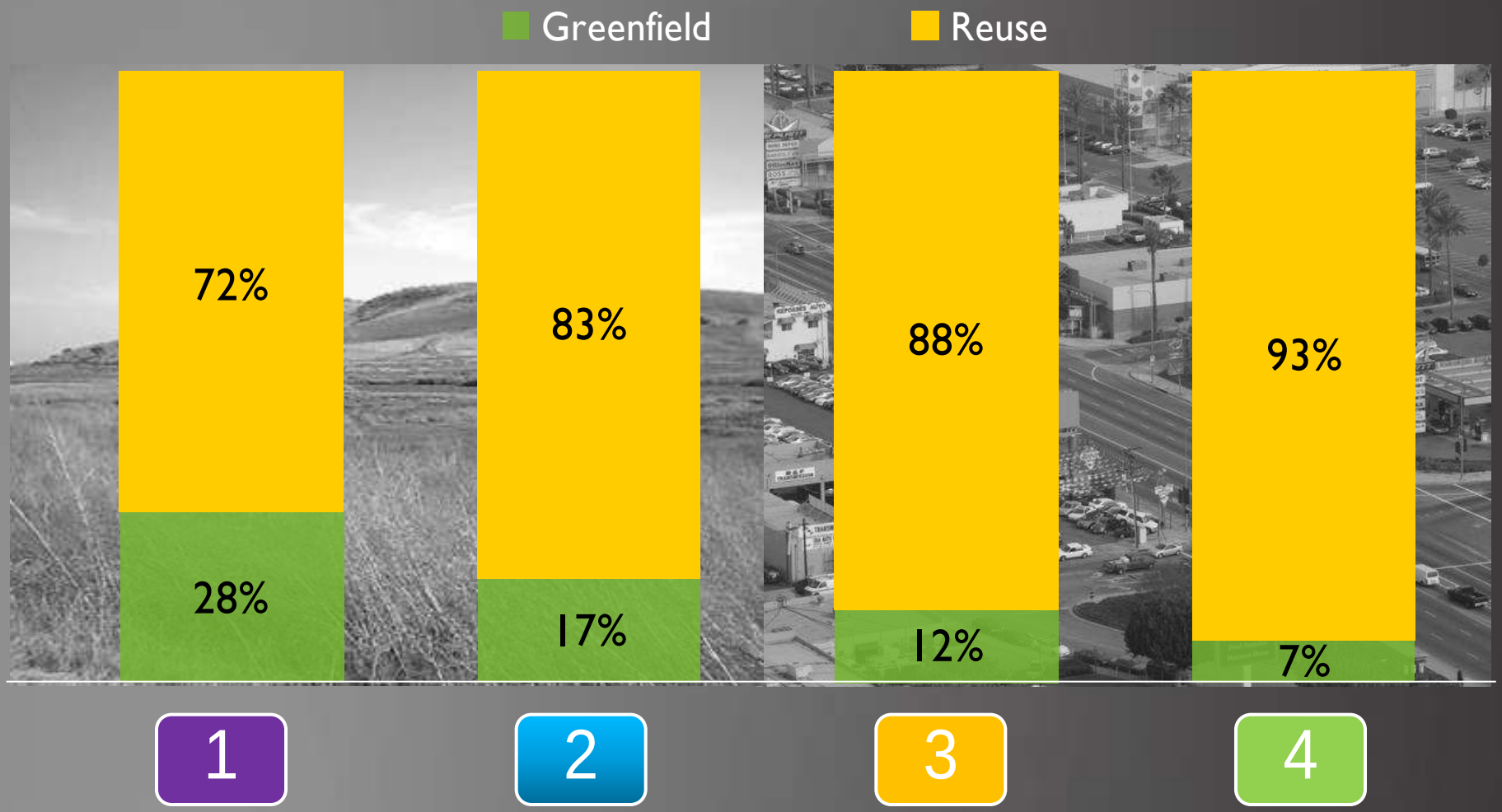


Greenfield vs. Infill / Reuse

New Development 2008-2035

Greenfield vs. Infill / Reuse

New Development 2008-2035



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Development Proportions

New Growth 2008-2035

Standard Suburban	Lower Density Auto-Oriented Suburban
Mixed-Use Walkable	Mid-Density Walkable and/or Transit Oriented
Urban Infill	Higher-Density Transit-Oriented Infill

Standard

Standard

Lower Density Auto-Oriented Suburban

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented

Urban

Higher-Density Transit-Oriented Infill

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: www.skyscrapercity.com, Los Angeles County, CA.

Standard

Standard

Lower Density Auto-Oriented Suburban

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented

Urban

Higher-Density Transit-Oriented Infill

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Standard

Standard

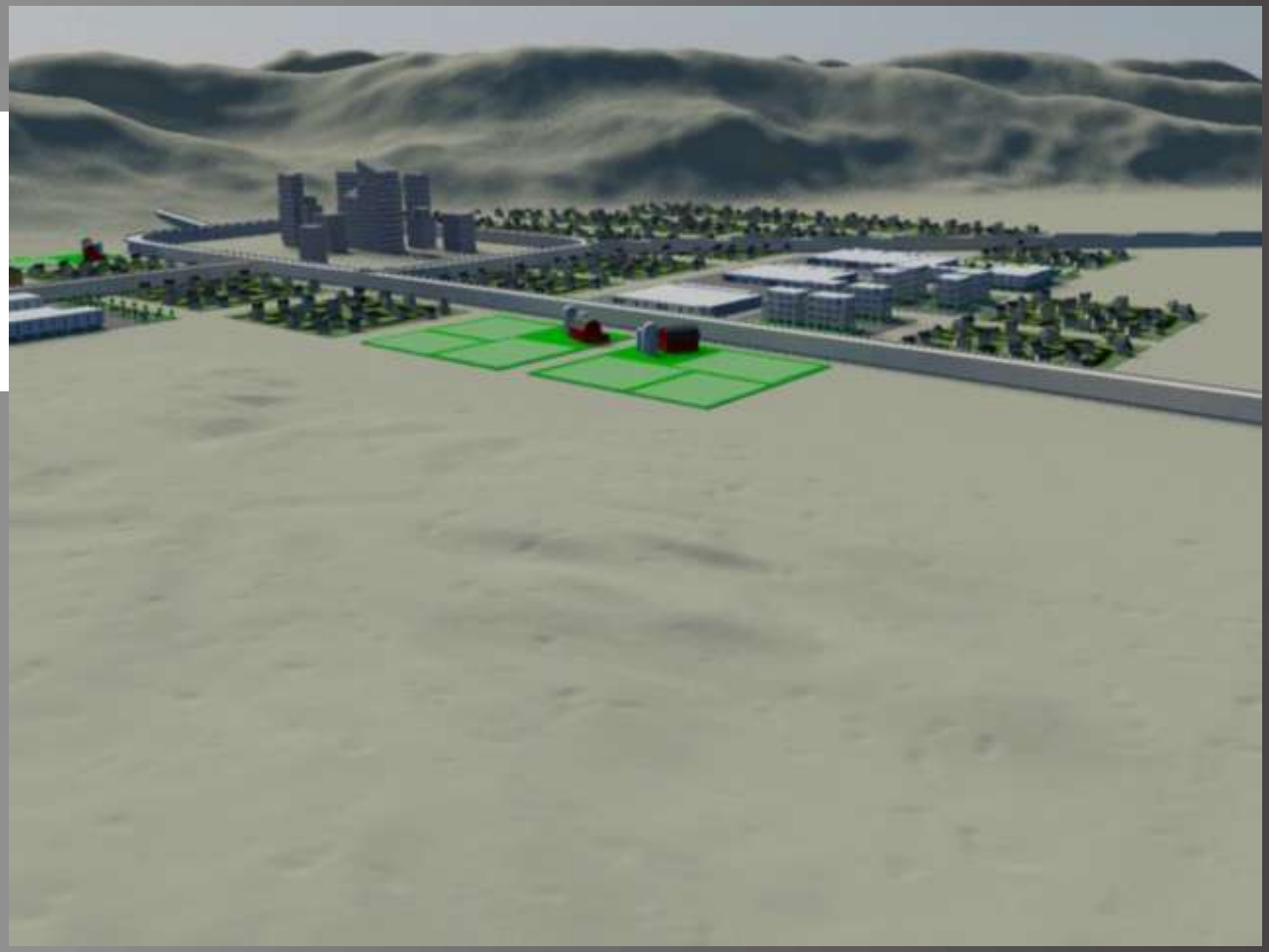
Lower Density Auto-Oriented Suburban

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented

Urban

Higher-Density Transit-Oriented Infill



Mixed-Use Walkable

Standard	Lower Density Auto-Oriented Suburban
Mixed Use Walkable	Mid-Density Walkable and/or Transit Oriented
Urban	Higher-Density Transit-Oriented Infill

SOUTHERN CALIFORNIA ASSOCIATION of GOVE

Mixed-Use Walkable

Standard

Lower Density Auto-Oriented Suburban

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented

Urban

Higher-Density Transit-Oriented Infill

Lorenzo – Santa Monica

Main Street – Santa Monica

Hancock – West Hollywood

Cherokee Lofts – Fairfax West LA

SOUTHERN CALIFORN
ASSOCIATION of GO

Mixed-Use Walkable

Urban

Standard

Lower Density Auto-Oriented Suburban

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented

Urban

Higher-Density Transit-Oriented Infill

5550 Wilshire – Los Angeles

Santa Monica & Federal – West LA

Step Up on 5th – Santa Monica

Urban

Standard

Lower Density Auto-Oriented Suburban

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented

Urban

Higher-Density Transit-Oriented Infill

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

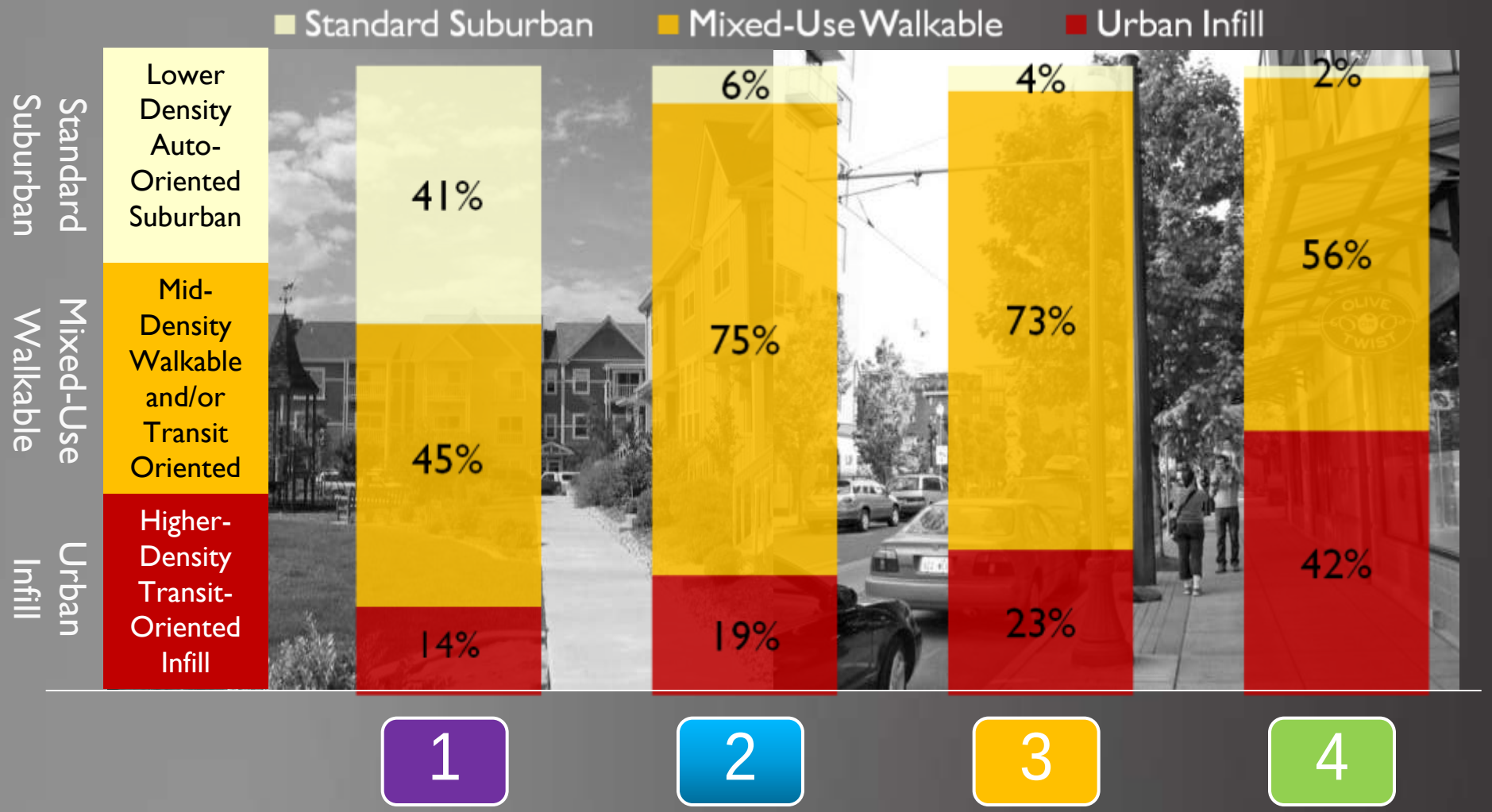
Urban

Standard	Lower Density Auto-Oriented Suburban
Mixed Use Walkable	Mid-Density Walkable and/or Transit Oriented
Urban	Higher-Density Transit-Oriented Infill

SOUTHERN CALIFORN
ASSOCIATION of GO

Development Proportions

New Growth 2008-2035



Housing Product Mix

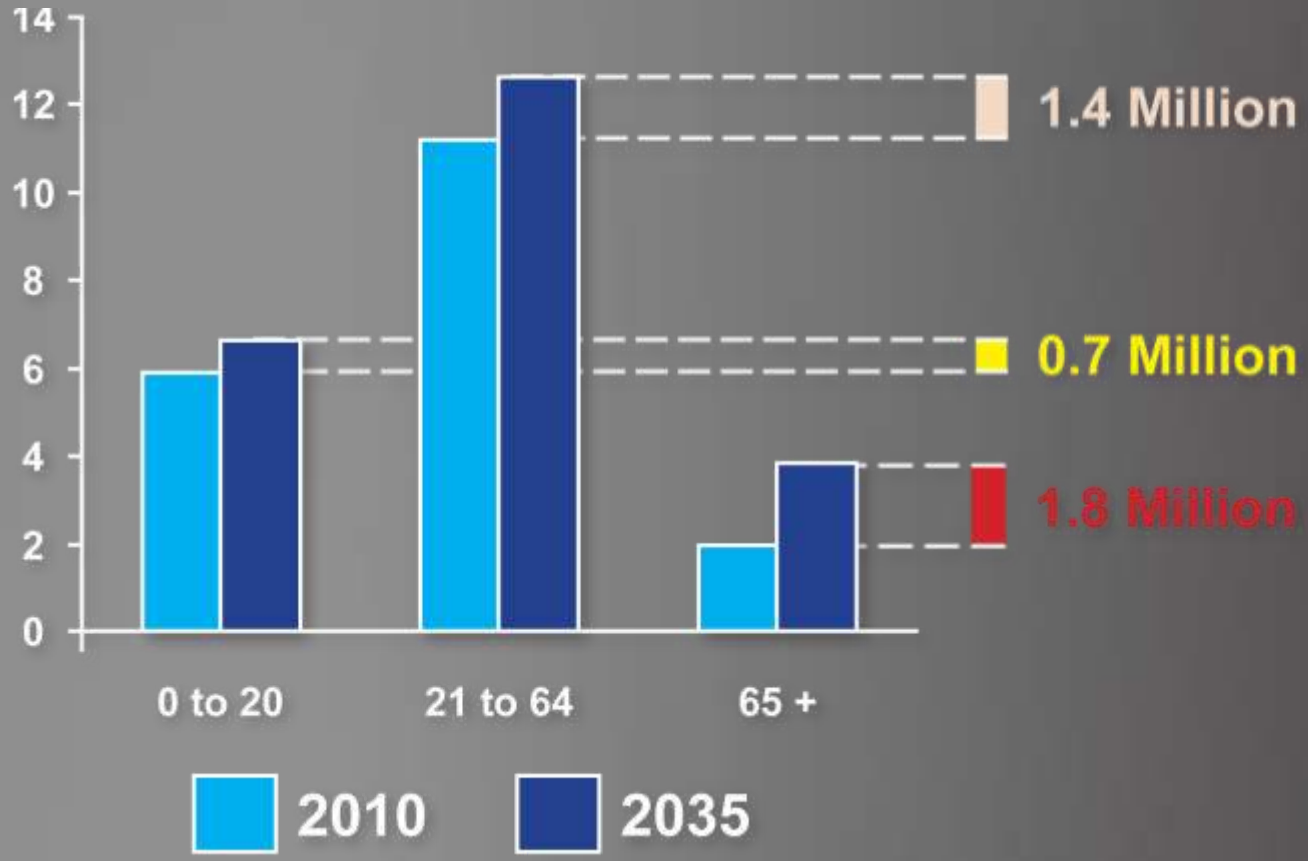
New Housing Units 2008-2035

Where is the long-term housing market headed?

Housing Demand Projections for Southern California: 2010 - 2035

Our Aging Population

SCAG Region, 2010 to 2035



Seniors

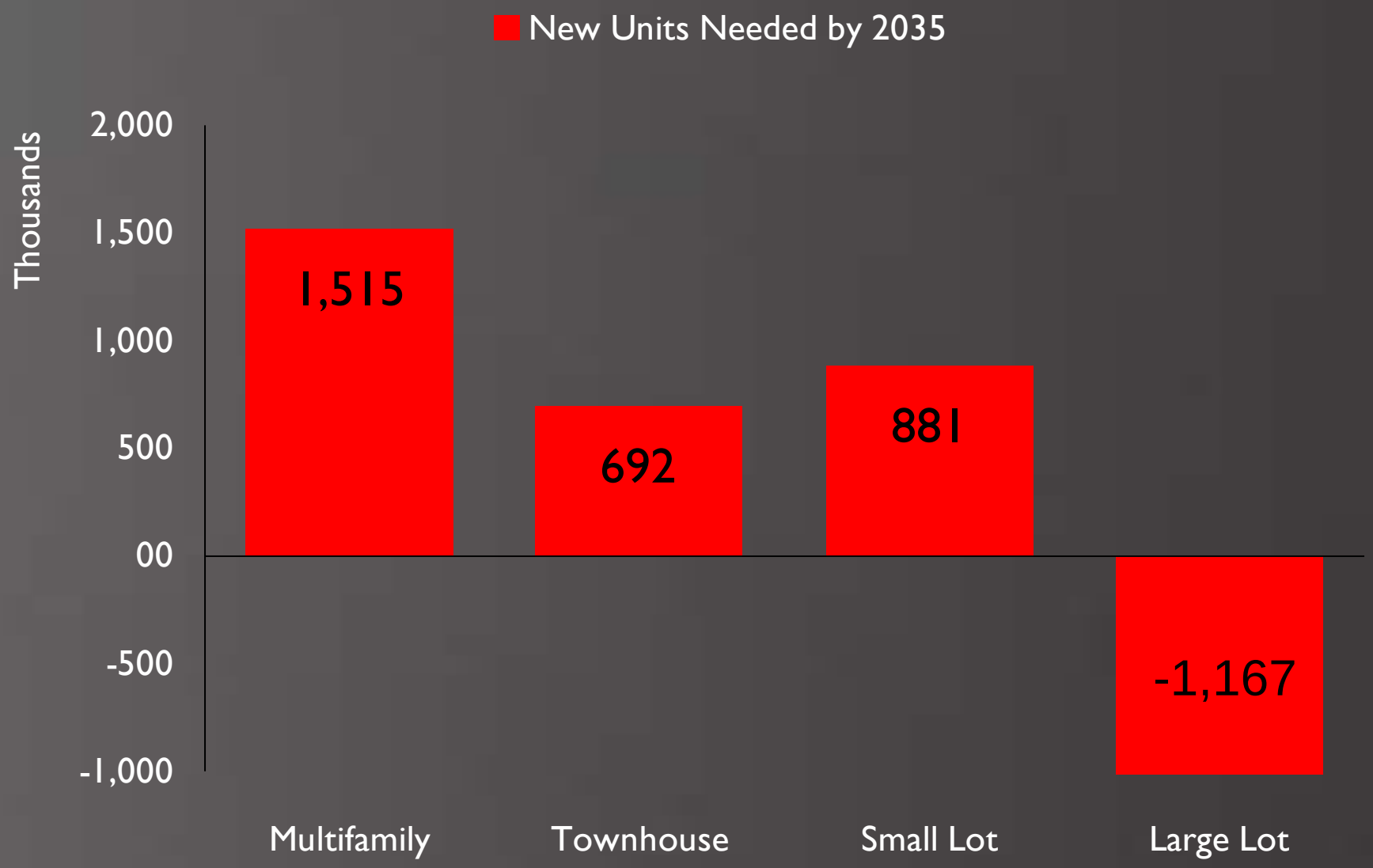
Over ½ the demand for new homes

In 2040 73% of all households will be without children

Note: Percentages do not add to 100% due to rounding

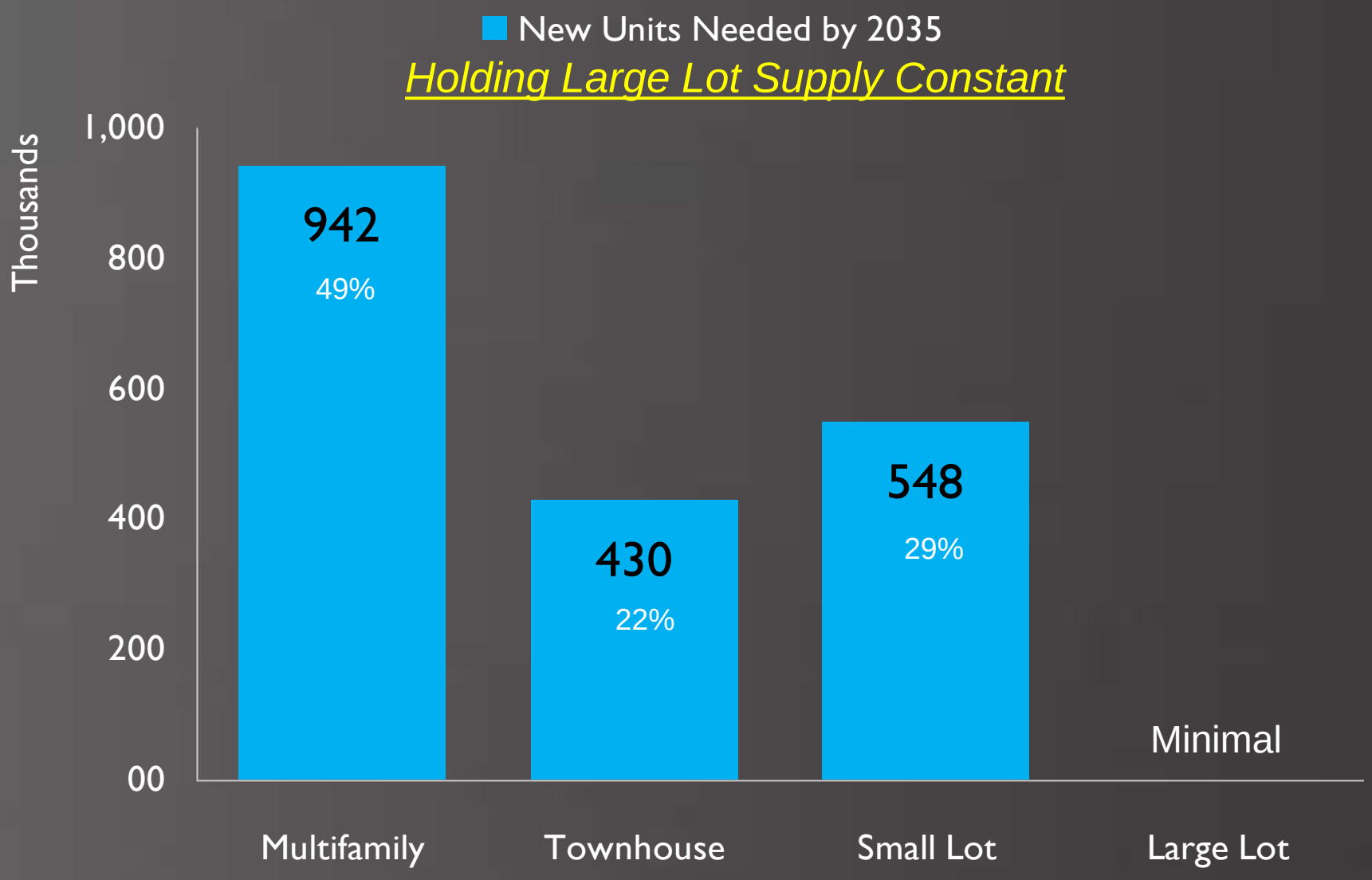
Source: SCAG, Local Input/General Plan Growth Forecast, March 2010

SCAG Housing Demand 2035



Source: AC Nelson. The Shape of Metropolitan California in the 21st Century: Outlook to 2020 and 2035

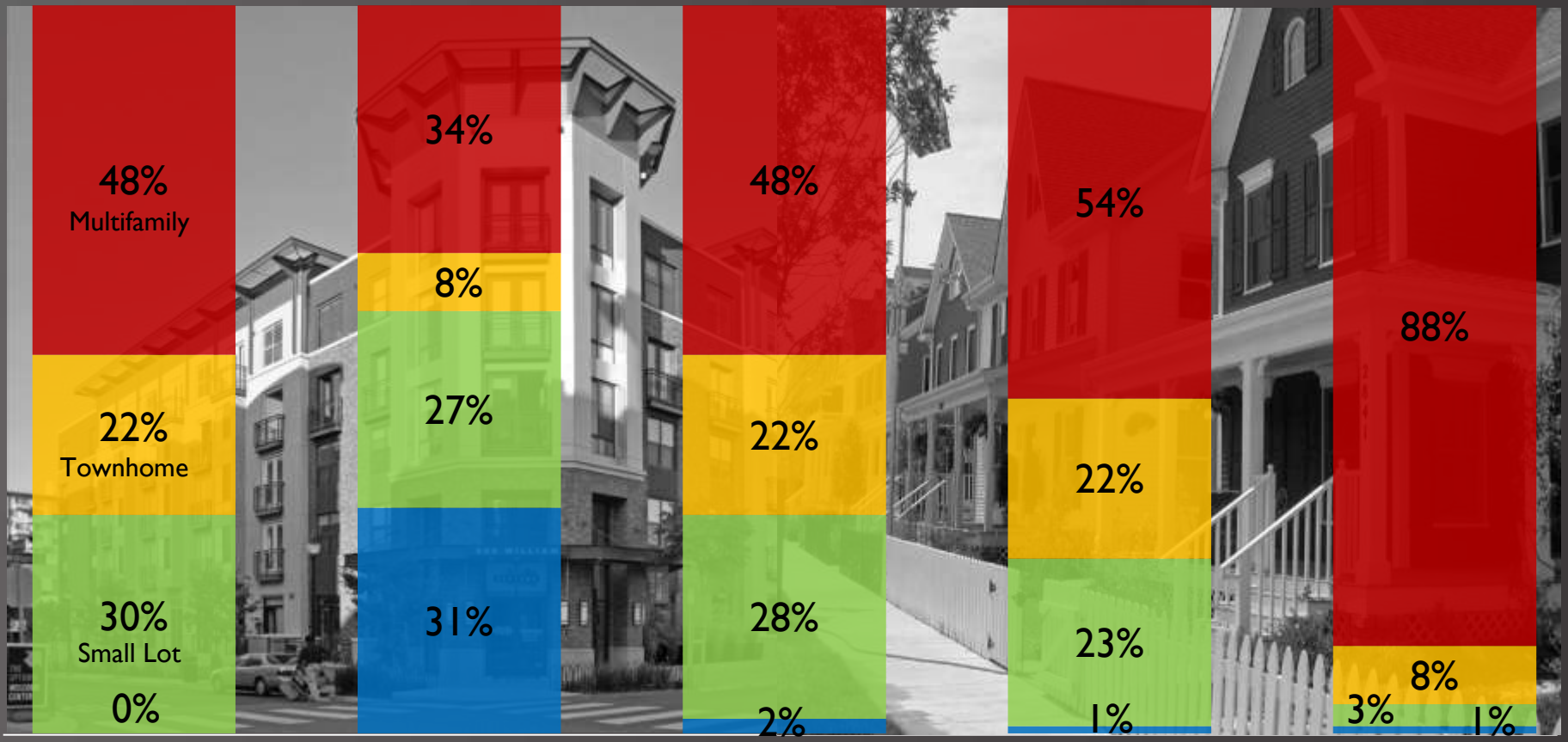
SCAG Planning Bottom Line 2035



Source: AC Nelson. The Shape of Metropolitan California in the 21st Century: Outlook to 2020 and 2035

Housing Product Mix

New Housing Units 2008-2035

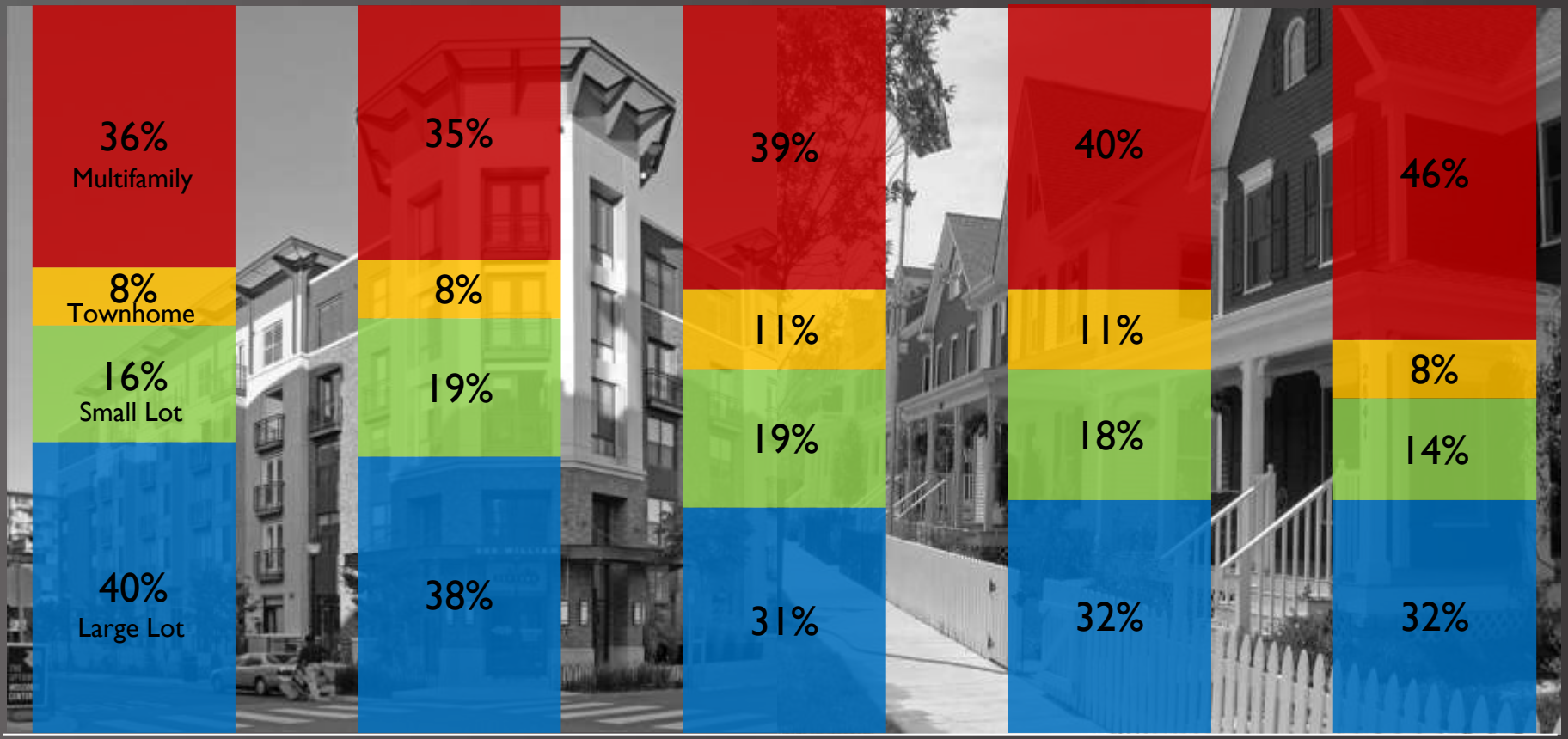


Anticipated Demand

1 2 3 4

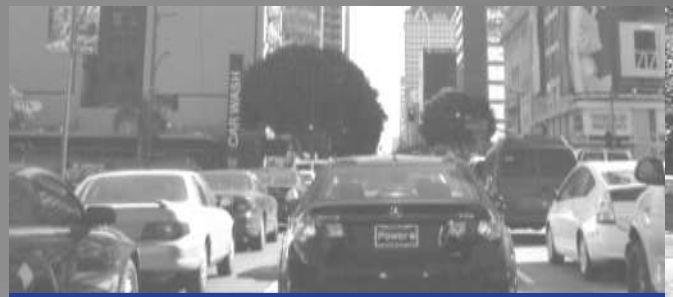
Housing Product Mix

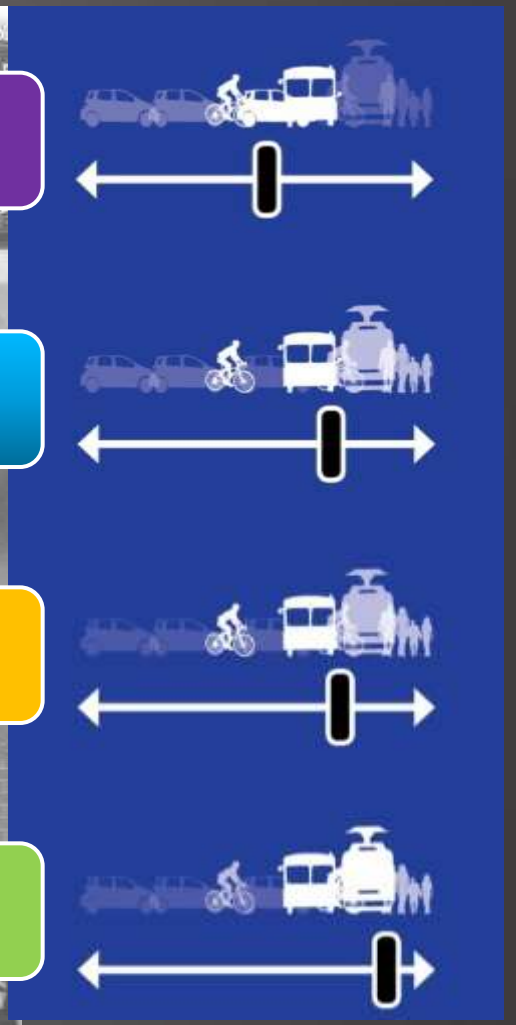
All Housing Units in 2035 (Existing + New)



Existing (2008) | 1 | 2 | 3 | 4

Transportation Investments





Types of Transportation Investments

1. **Bus Rapid Transit**
2. **Light and Heavy Rail**
3. **High Speed Rail**
4. **Highway Expansion:**
   1. Lanes
   2. Carpool / Hot Lanes
   3. Interchange Improvements
5. **Local Arterial Improvements**
6. **Transportation System Preservation**
7. **Truck Ways**
8. **Freight Rail Improvements**
9. **Operation and Maintenance:**
   - Highway and Arterials
   - Transit
10. **Bike and Pedestrian Facilities**
11. **Transportation Demand Management Investments**
12. **Transportation System Management Investments**

Types of Transportation Investments

Build 2035 Fixed-Guideway Transit Network (2008 RTP)

20%

Regional transit ridership growth since 2000

Images courtesy of Metro © 2012 LACMTA

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Types of Transportation Investments

Existing Rapid and Express Bus Network (2008)

Buses still carry the majority of transit trips

86%

and boardings continue to grow

We need to continue investing in these strategies

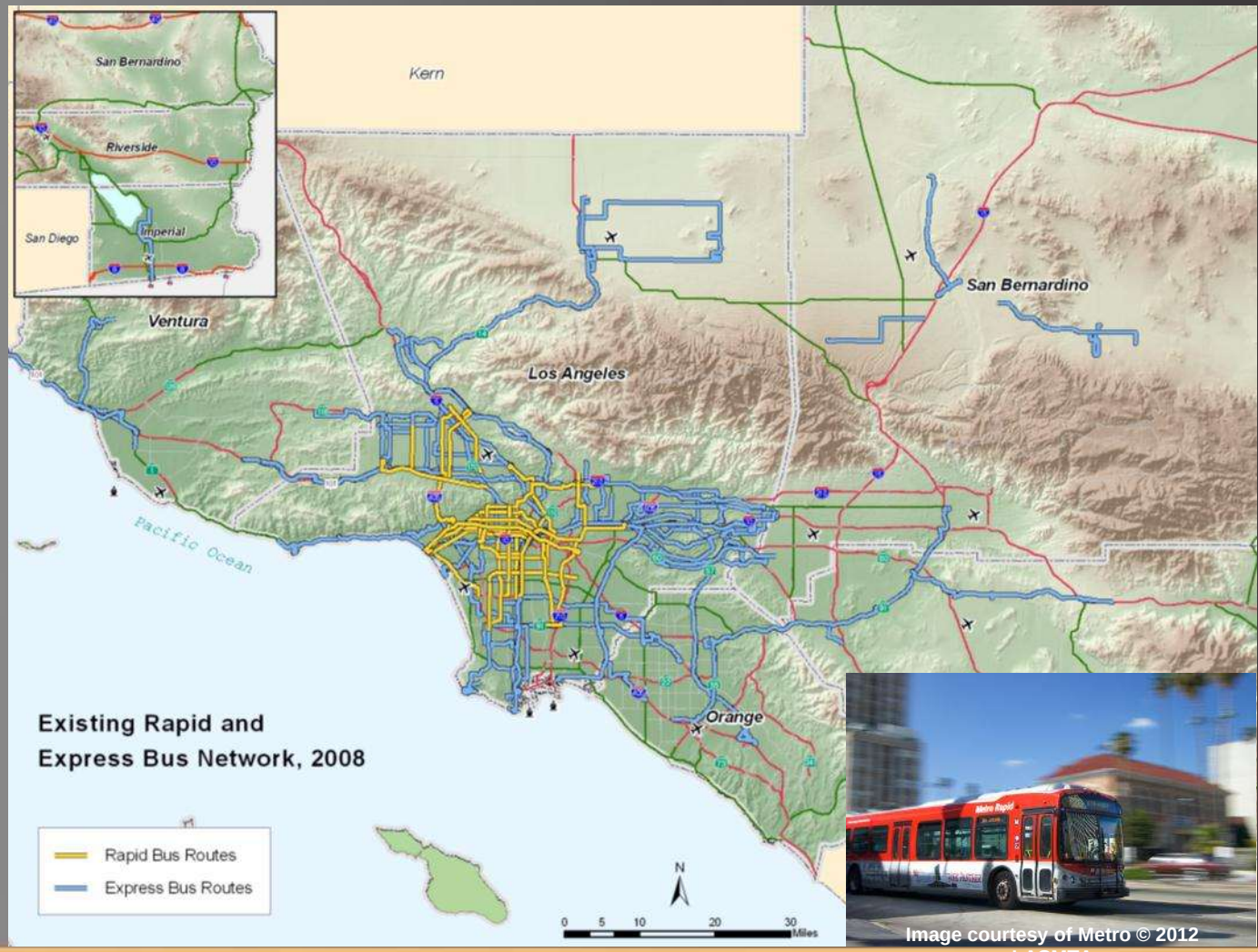


Image courtesy of Metro © 2012 LACMTA

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Types of Transportation Investments

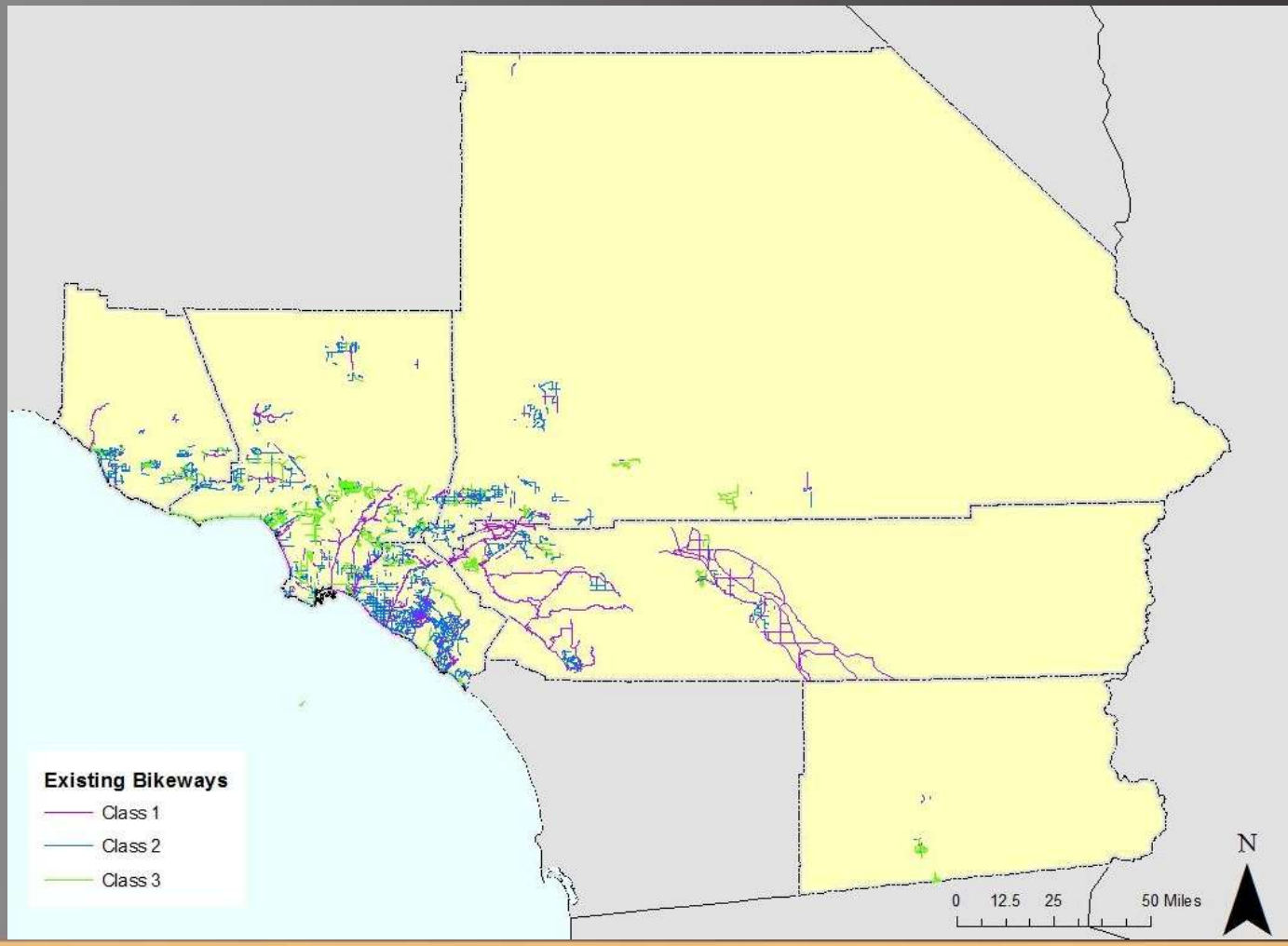
Existing Bikeways

43%

of our population has access to a bikeway

(access defined as ½ mile from a bikeway)

We need to expand our bike network to improve accessibility



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Types of Transportation Investments

Transportation Demand Management (TDM)

1%
reduction in vehicle miles traveled

54 million
fewer gallons of gasoline each year

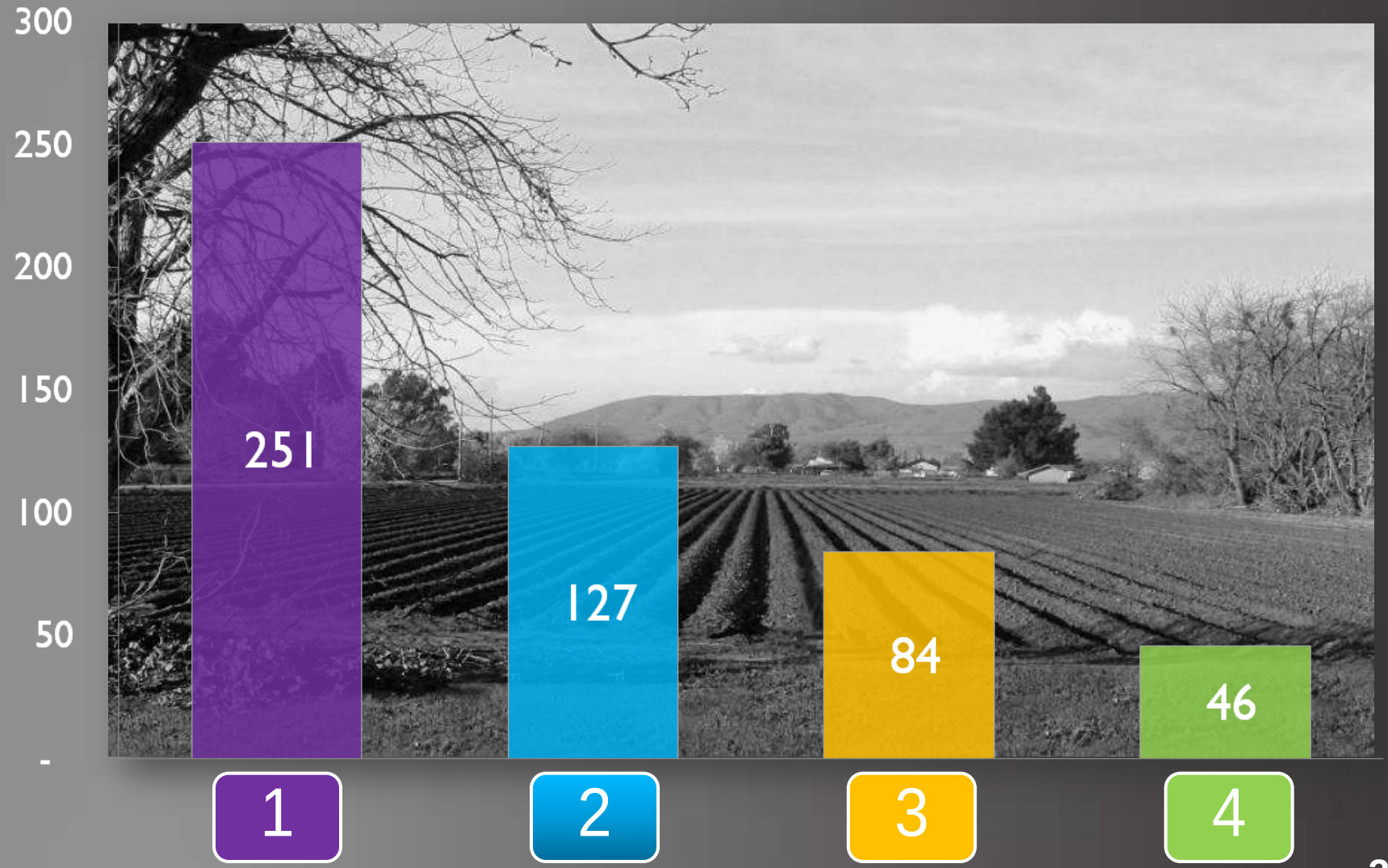
How The Scenarios Compare

Land Consumed

Square Miles

Land Consumed

Square Miles



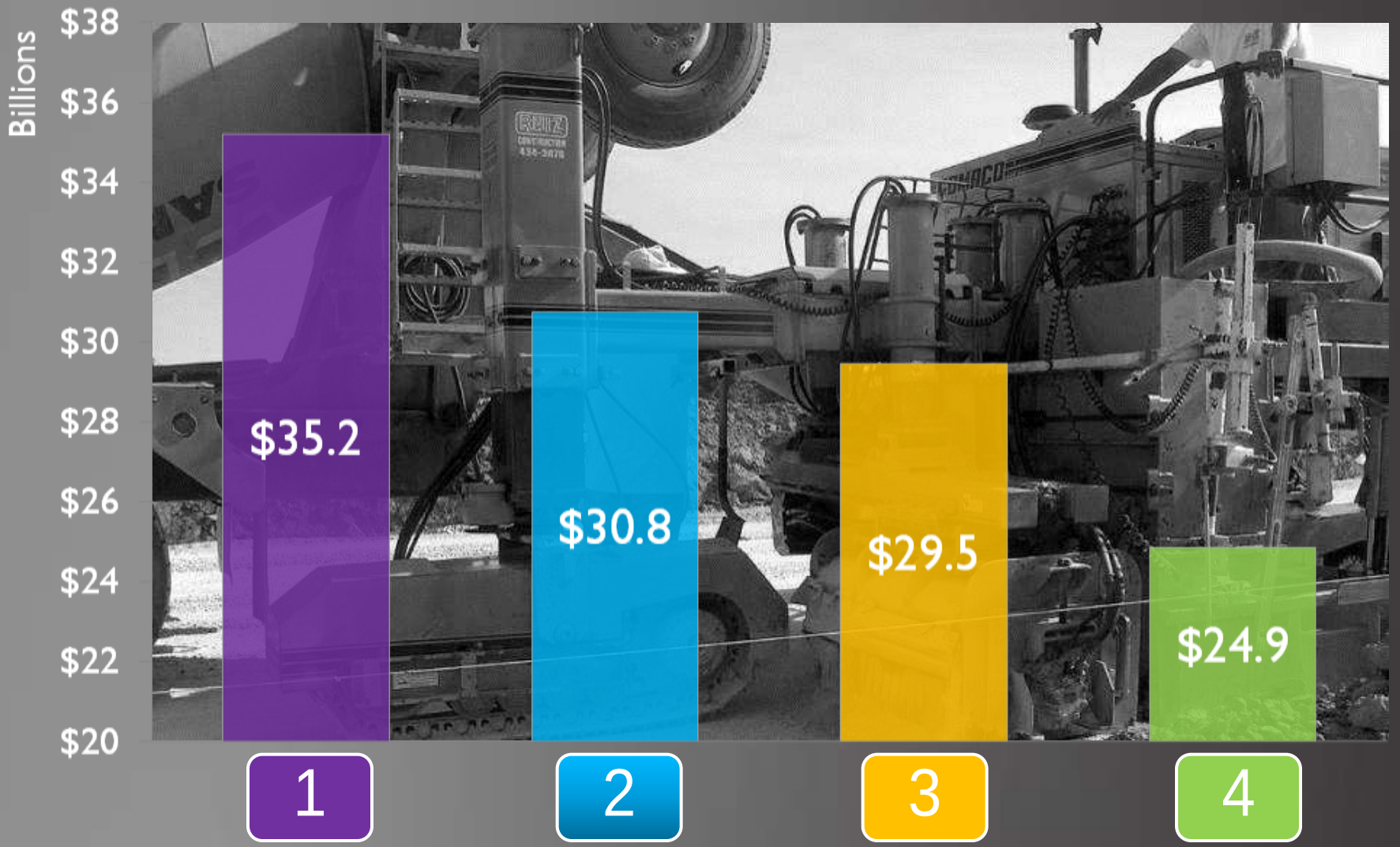
Local Infrastructure Costs

Capital & Operations & Maintenance Costs for New Growth, 2008-2035

Includes capital costs and general fund O&M expenditures for local roads, wastewater and sanitary sewer, water supply, and parks & recreation

Local Infrastructure Costs

Capital & Operations & Maintenance Costs for New Growth, 2008-2035



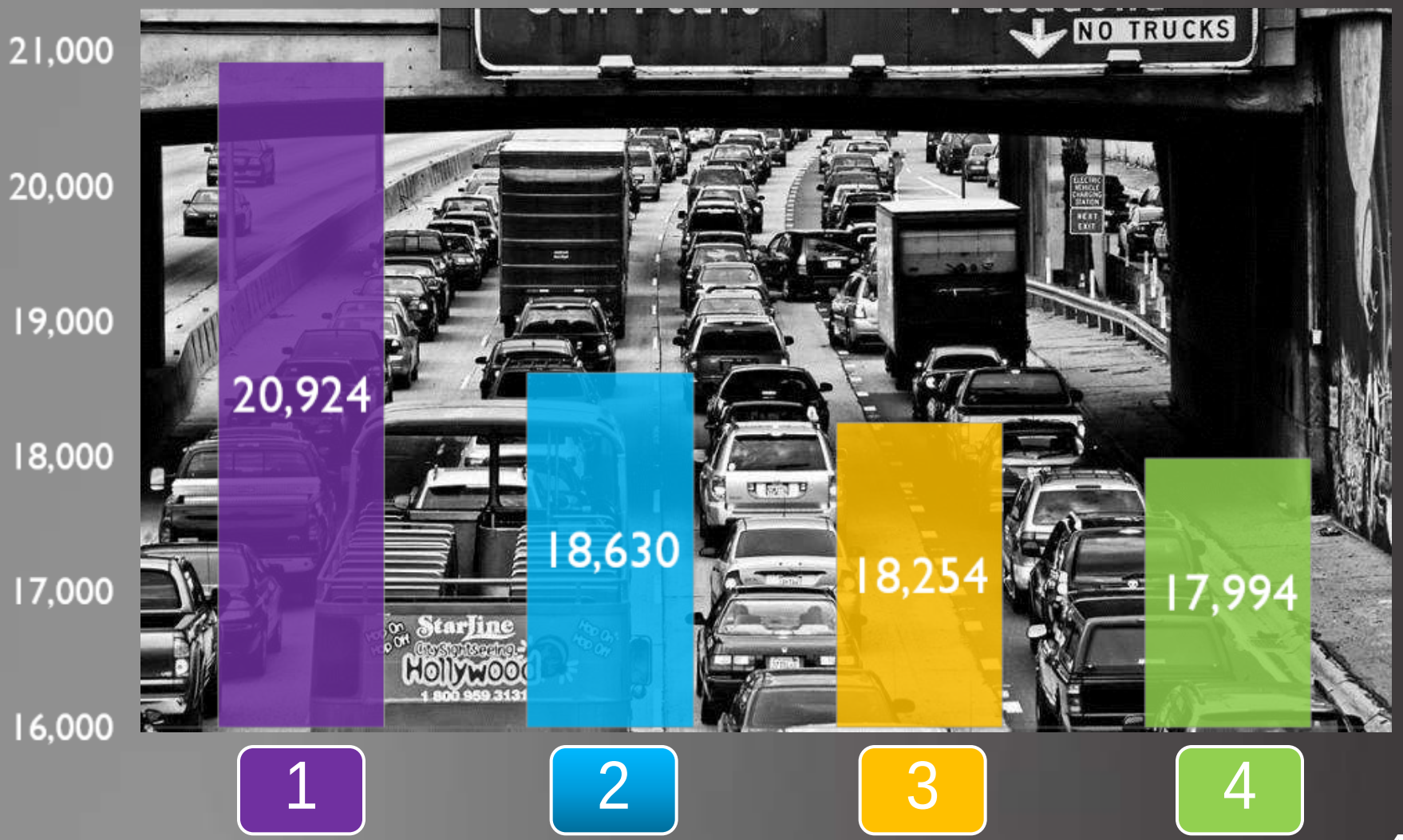
Includes capital costs and general fund O&M expenditures for local roads, wastewater and sanitary sewer, water supply, and parks & recreation

Vehicle Miles Traveled

Annual per household, 2035

Vehicle Miles Traveled

Annual per household, 2035

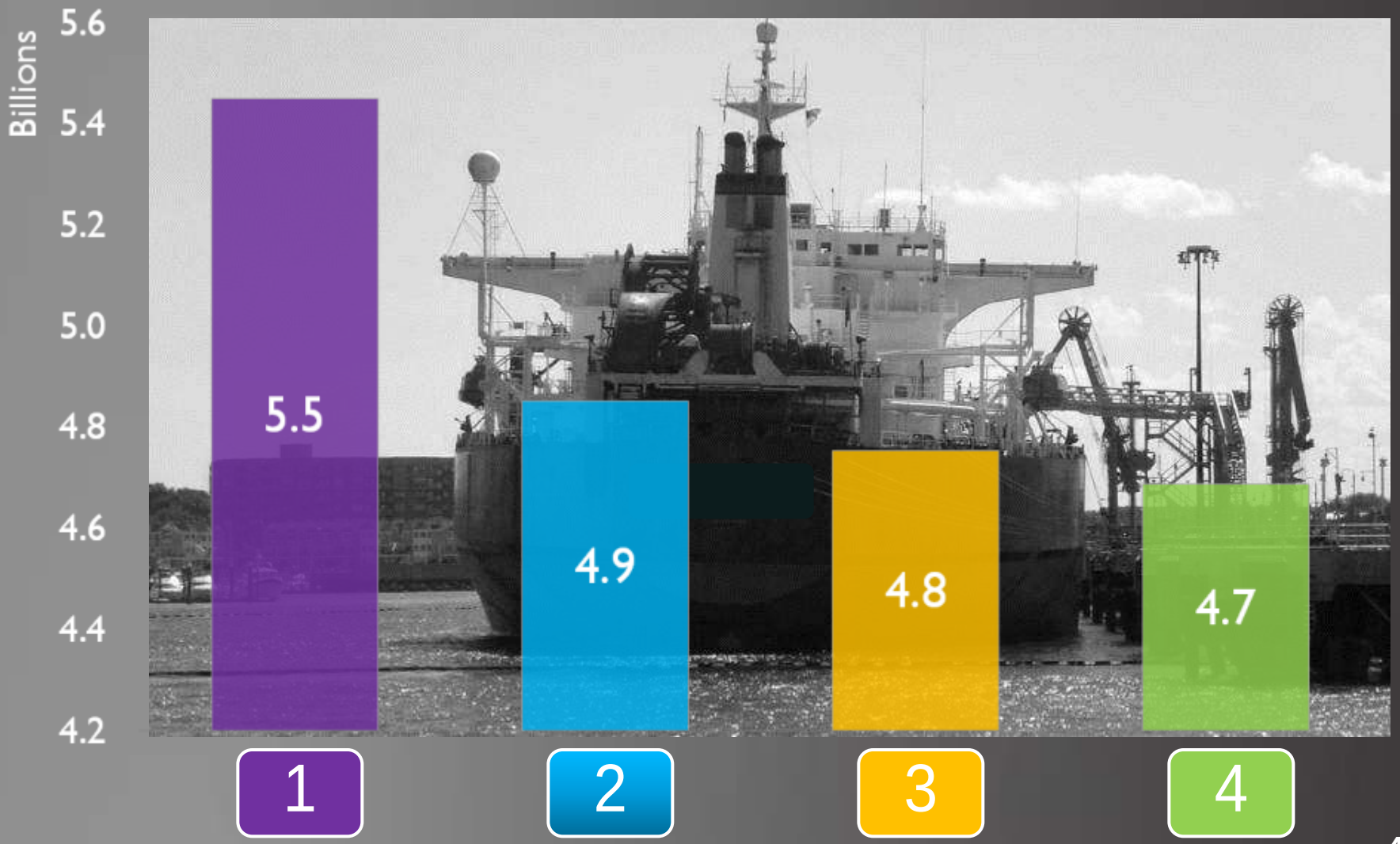


Fuel Consumption

Billions of Gallons, 2035

Fuel Consumption

Billions of Gallons, Annual, 2035

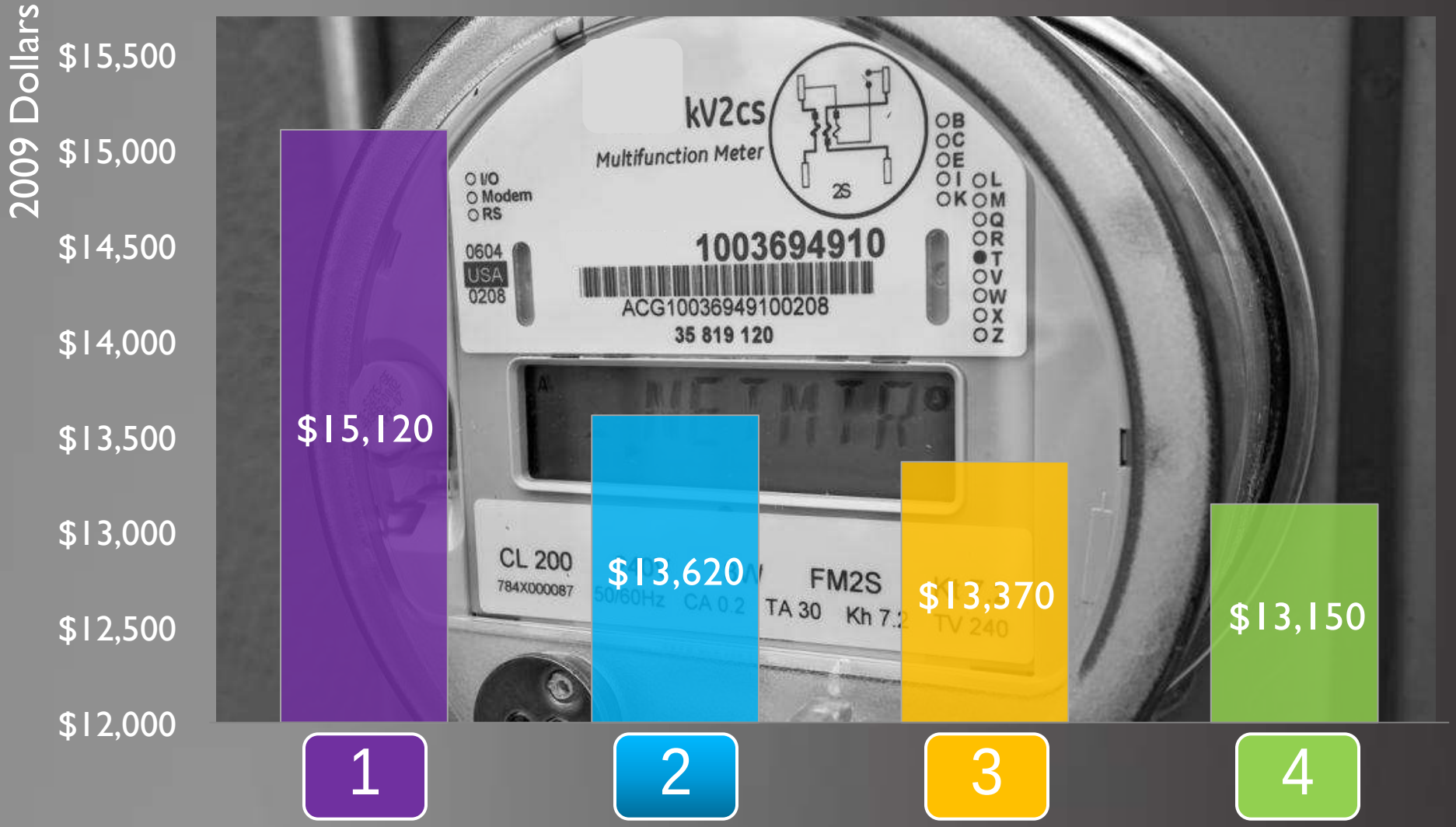


Household Costs

Annual Costs for Transportation, Building Energy, and Water, 2035

Household Costs

Annual Costs for Transportation, Building Energy, and Water, 2035

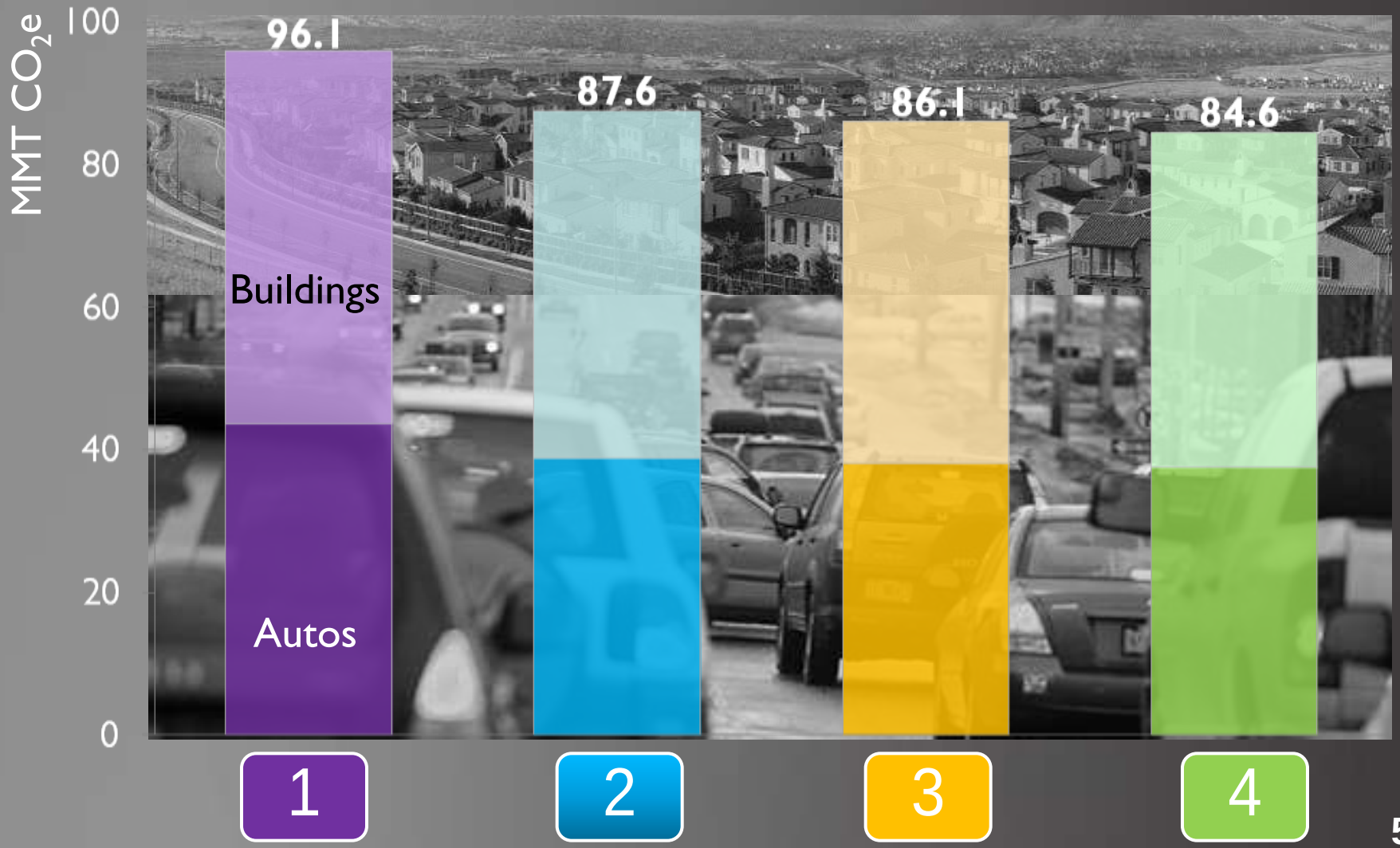


Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035

Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035

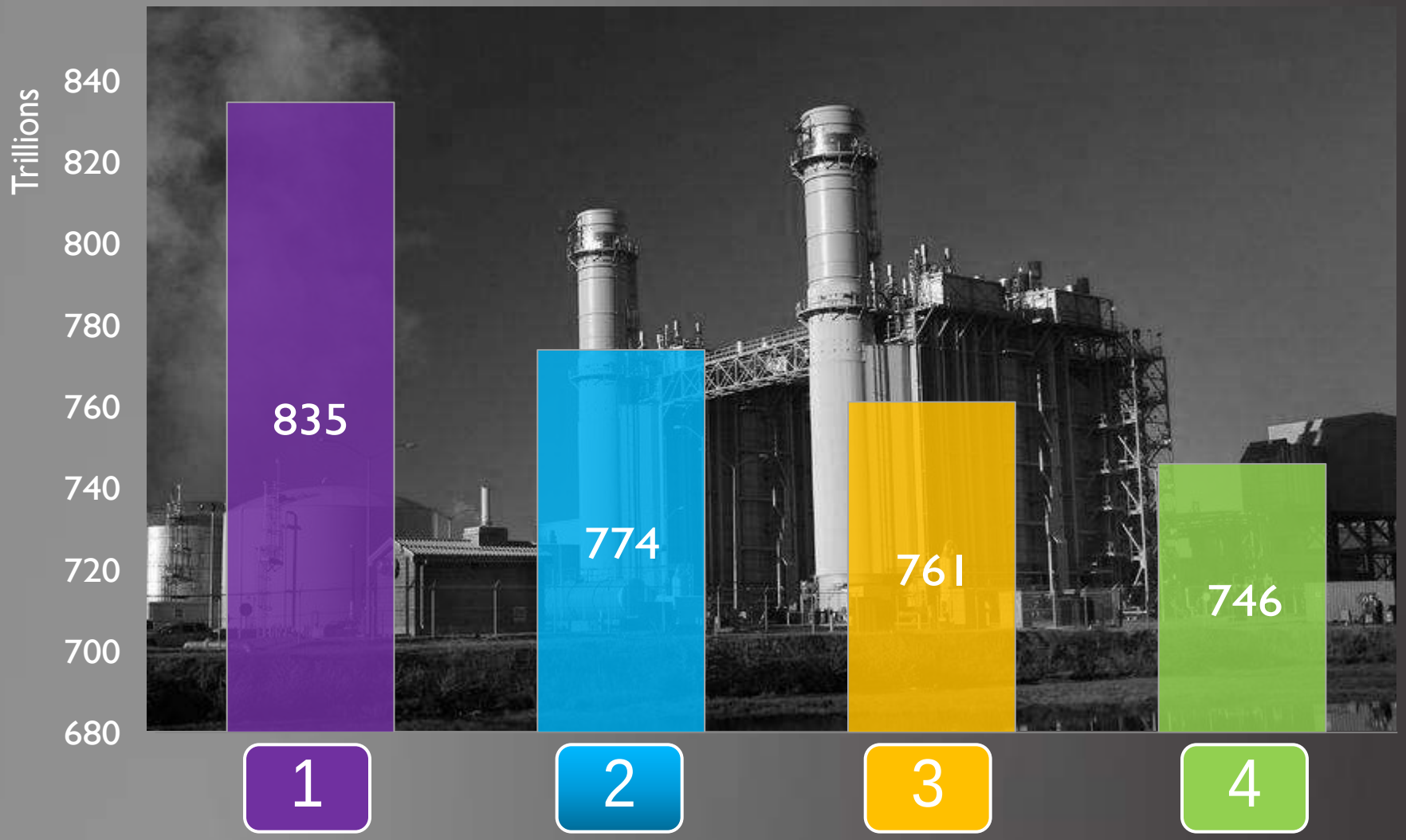


Building Energy Use

Trillion BTU, 2035

Building Energy Use

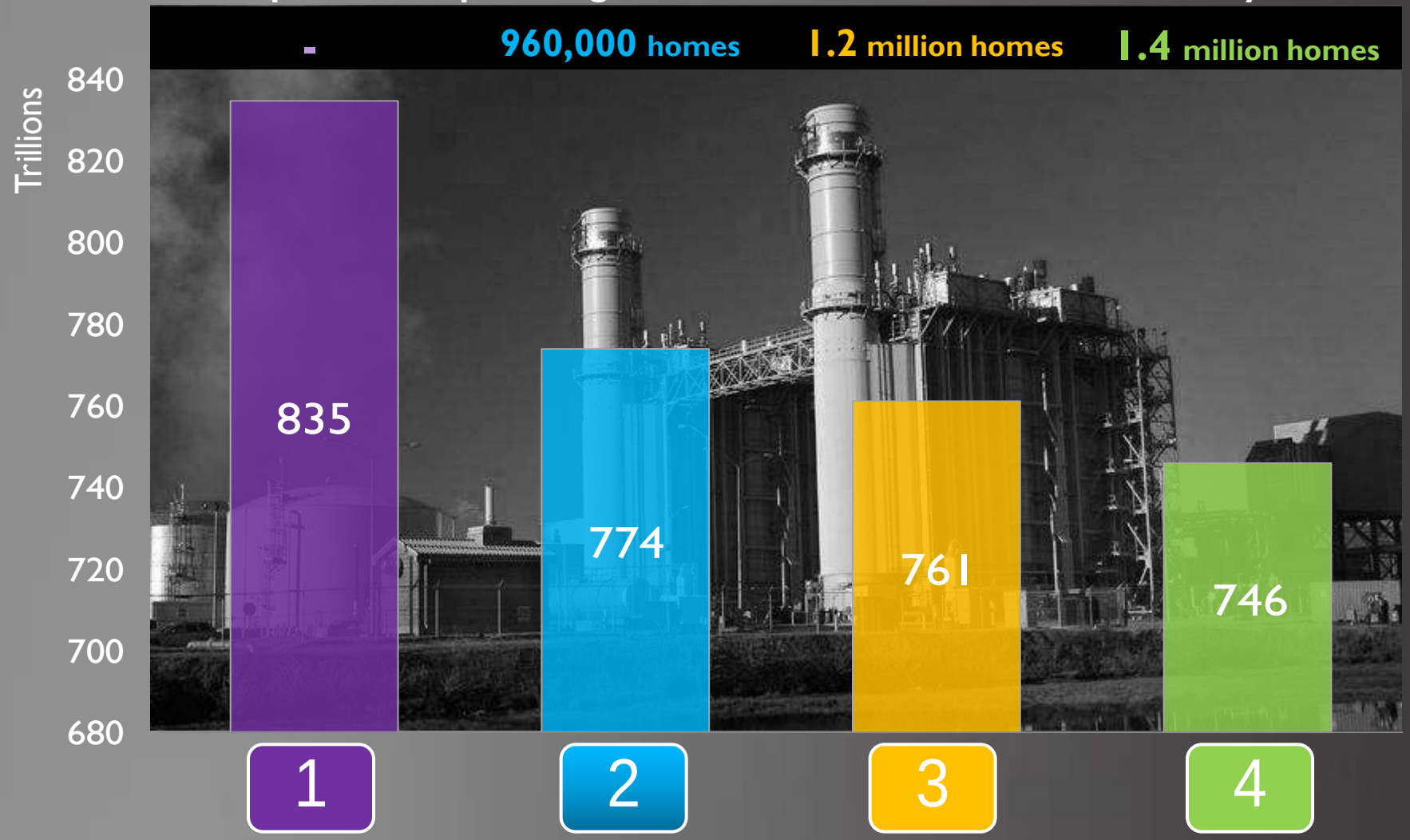
Trillion BTU, Annual, 2035



Building Energy Use

Trillion BTU, Annual, 2035

Equivalent to powering XX homes in Southern California for a year

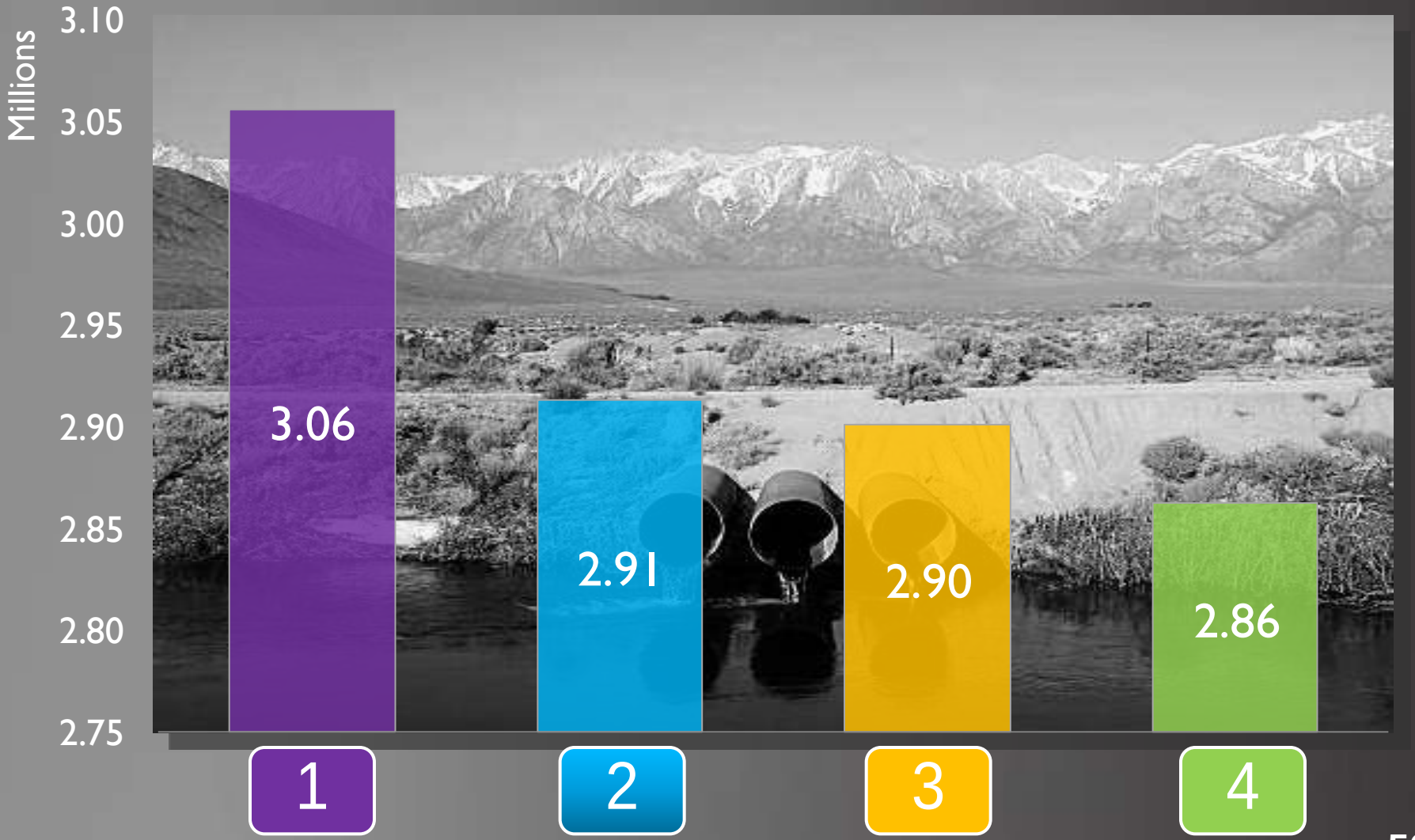


Water Consumption

Acre Feet (Annual in 2035)

Water Consumption

Acre Feet (Annual in 2035)



Respiratory Health Impacts

Cost reduction from status quo due to health incidents, Annual in 2035

Respiratory Health Impacts

Cost reduction from status quo due to health incidents, Annual in 2035

Gateway Cities Sustainable Communities Strategy

Gateway Cities Council of Governments

Gateway Cities Subregional SCS

Subregional COG's have the option to prepare their own SCS

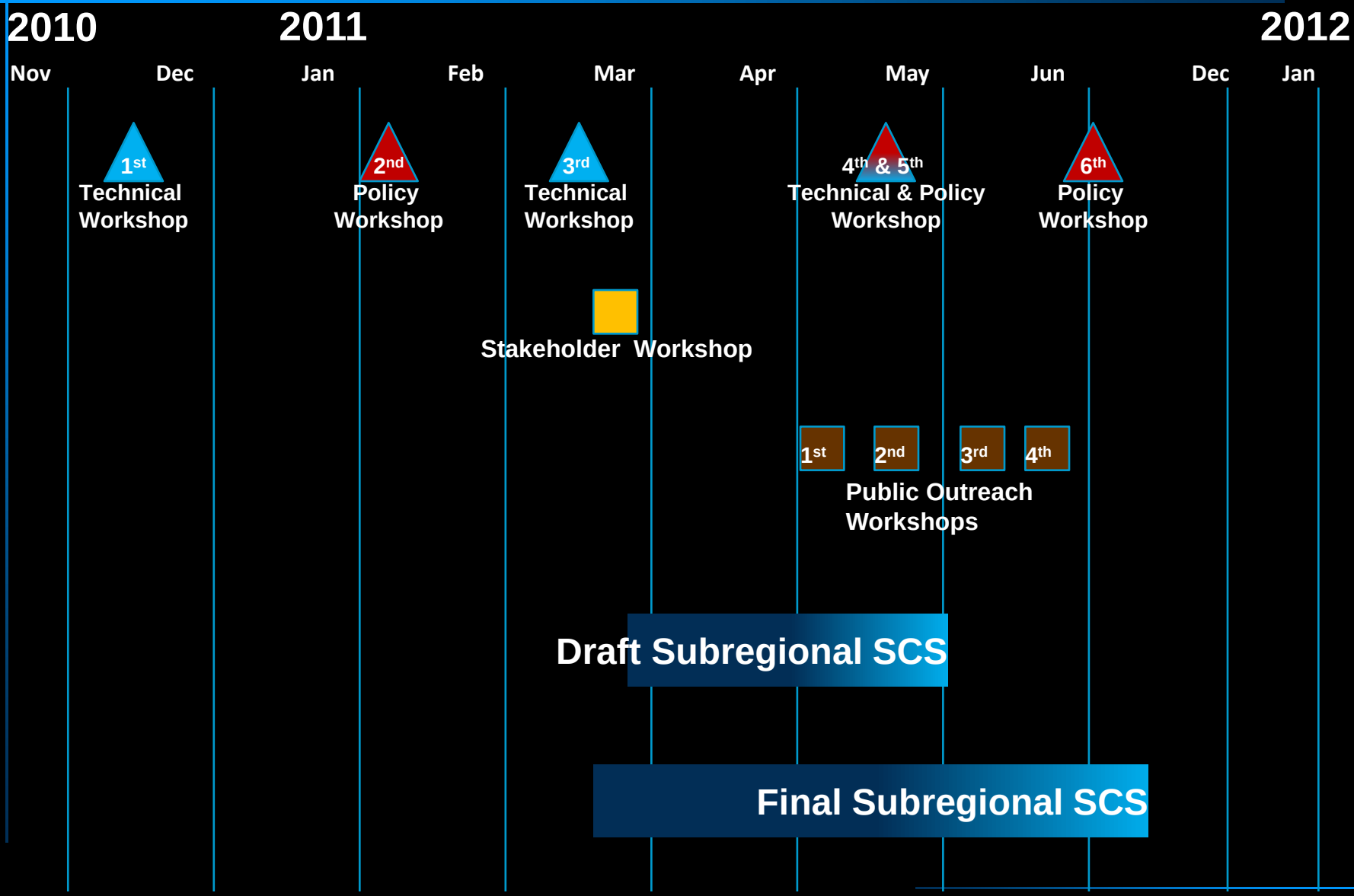
GCCOG SB 375 evaluation and White Paper concluded in 2009

Gateway Cities chose SCS delegation in January 2010:

- **Dense land use and transit patterns in Gateway Cities**
- **Relatively low vehicle miles traveled (VMT) per capita**
- **Ability to determine our own strategies in line with cities' plans**
- **Many pieces of SCS already exist in COG studies, reports, and programs over the last decade**

Gateway Cities SCS funded through assessment of cities

Gateway Cities SCS Development Timeline and Process



How Results Were Quantified

Five Components of SCS

- Local Transportation Strategies
- Travel Demand Management Strategies
- Land Use/Sustainability Tool – city General Plans
- Regional Projects, including Measure R
- Interactions between land use and transit regional projects

GHG Reductions from Transportation Measures
Submitted Transportation Project Locations

Summary of Results
Daily GHG Reduction Per Capita in Gateway Cities

Reduction relative to 2005 per capita emissions

	2020	2035
SCAG Regional Target	8%	13%
Gateway Cities Estimate	8.5%	15%

Results from Evaluating GHG Reductions
Regional Projects within Gateway Cities Subregion

1. I-710 Arterial Hwy Improvements
2. I-710 TSM/TDM
3. I-5 (I-605 to county line)
4. SR-91/I-605/I-405 Arterial Highway Improvements
5. BNSF Grade Separation
6. I-110 Harbor Transitway HOV conversion to HOT lanes
7. I-710 Freight Corridor
8. Signal synchronization of major arterials (re: I-710)
9. ITS Integration Plan
10. California High Speed Rail
11. Goldline Eastside Extension
12. OLDA Project
13. Regional Connector
14. Green Line Extension to LAX
15. I-5 (between I-605 to I-710)
16. I-5 Arterial Highway Improvements
17. I-605 Hot Spots

For Further Information

Gateway Cities COG Web Site for SB 375 and the SCS:

www.gatewaycog.org/sb375.html

COG Staff Contact:

Nancy Pfeffer, Director of Regional Planning

nancy@networkpa.net

562-901-2037

Objectives for the Regional Transportation Plan

Group Discussion

RTP Objectives: what should the plan work to accomplish?

1. What Mobility / Accessibility objectives should we strive for?
2. Environmental, Health and Community objectives?
3. Which Modes of Travel?
4. Fiscal and Economic objectives?
5. Safety outcomes?
6. Environmental Justice outcomes?
7. Other objectives?

Group Discussion

Group Worksheet

2012RTP Potential Objectives for the 2012 RTP

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Mobility

_____ 1. Reduce the need to travel long distances
_____ 2. Reduce commute times
_____ 3. Keep drives at or near the posted speed limit, reduce congestion
_____ 4. Make commutes more predictable and reliable
_____ 5. _____
_____ 6. _____
_____ 7. _____

Environmental, Health and Community Impacts

_____ 8. Reduce demand for fossil-fuels
_____ 9. Reduce air pollutant emissions for better public health
_____ 10. Reduce demand for development at the edge of the region
_____ 11. Encourage revitalization of existing communities and infrastructure
_____ 12. _____
_____ 13. _____
_____ 14. _____
_____ 15. _____

Modes of Travel

_____ 16. Create more travel choices in more places: driving, riding, walking, biking
_____ 17. Enable more people to ride public transportation
_____ 18. Enable more people to walk and bike for daily needs
_____ 19. Serve more parts of the region with high capacity roadways
_____ 20. _____
_____ 21. _____
_____ 22. _____

Fiscal and Economic Considerations

_____ 23. Help our economy thrive and be resilient (e.g., despite energy price spikes)
_____ 24. Keep governmental transportation expenditures low
_____ 25. Minimize household transportation expenditures (how much it costs me to get around)
_____ 26. Prioritize the most cost effective transportation investments
_____ 27. Improve the movement of freight through the region
_____ 28. _____
_____ 29. _____
_____ 30. _____

Safety

_____ 31. Improve safety for people who walk, take transit, or bike
_____ 32. Improve safety for drivers
_____ 33. _____
_____ 34. _____

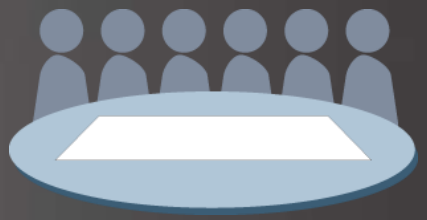
Environmental Justice

_____ 35. Help all residents, not only drivers, get around
_____ 36. Avoid disproportionate impacts on lower income communities
_____ 37. _____
_____ 38. _____

Other

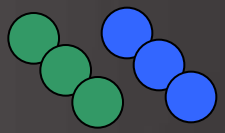
_____ 39. _____
_____ 40. _____
_____ 41. _____
_____ 42. _____
_____ 43. _____

Group Discussion Steps



1. Add to an initial list of objectives for the RTP
2. Individually, place a large dot next to your top priority objective

3. Discuss as a group
4. Individually, place 6 small dots based on your priority objectives



5. Identify your group's overall priorities to be shared

Ground Rules

1. **Be respectful of each other**'s right to be heard
2. **Focus on related topics** to the regional transportation plan
3. Your **facilitator is neutral**
4. Feel free to also **record your personal ideas** on comment cards

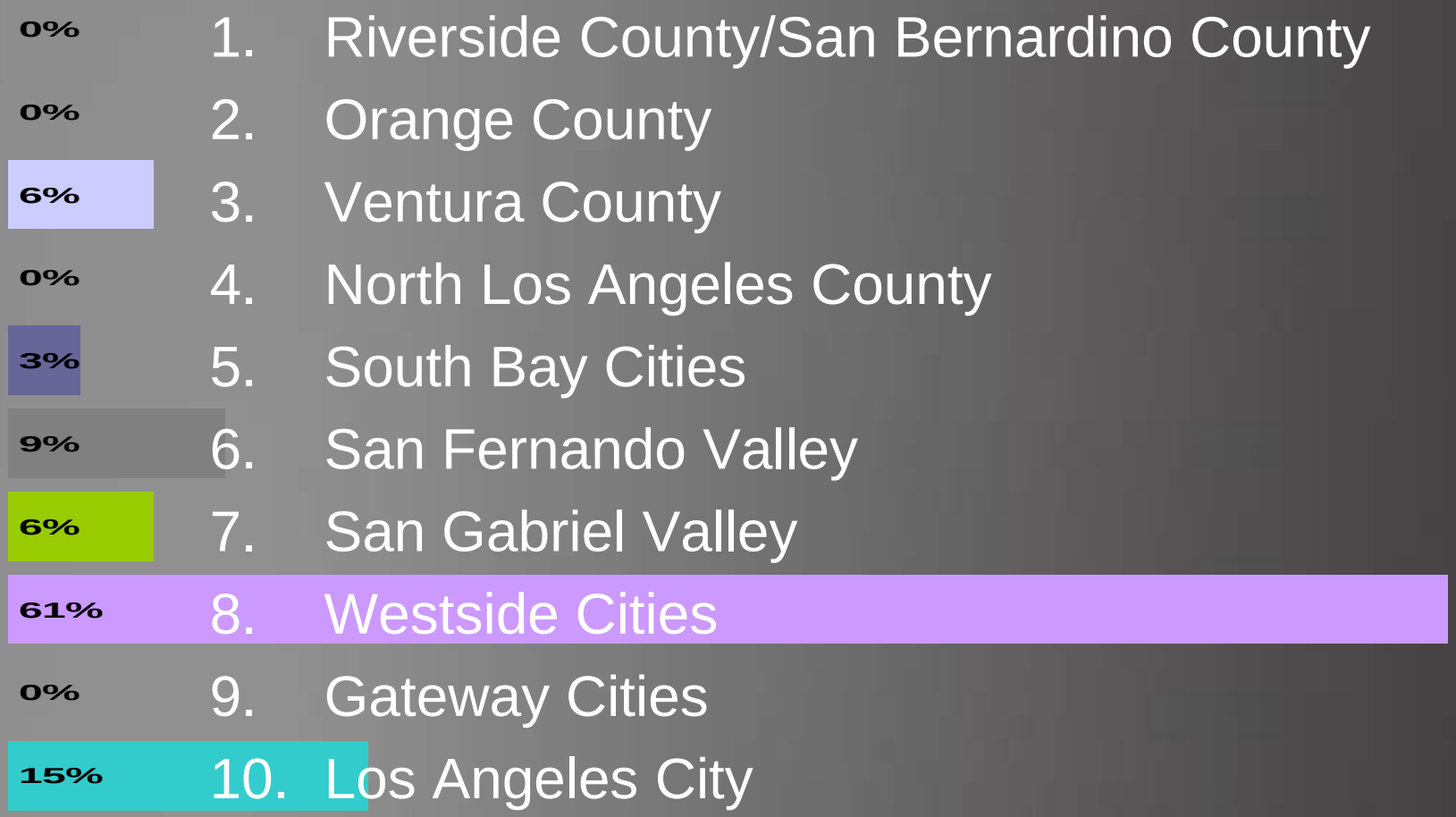
Keypad Polling

Which do you prefer?

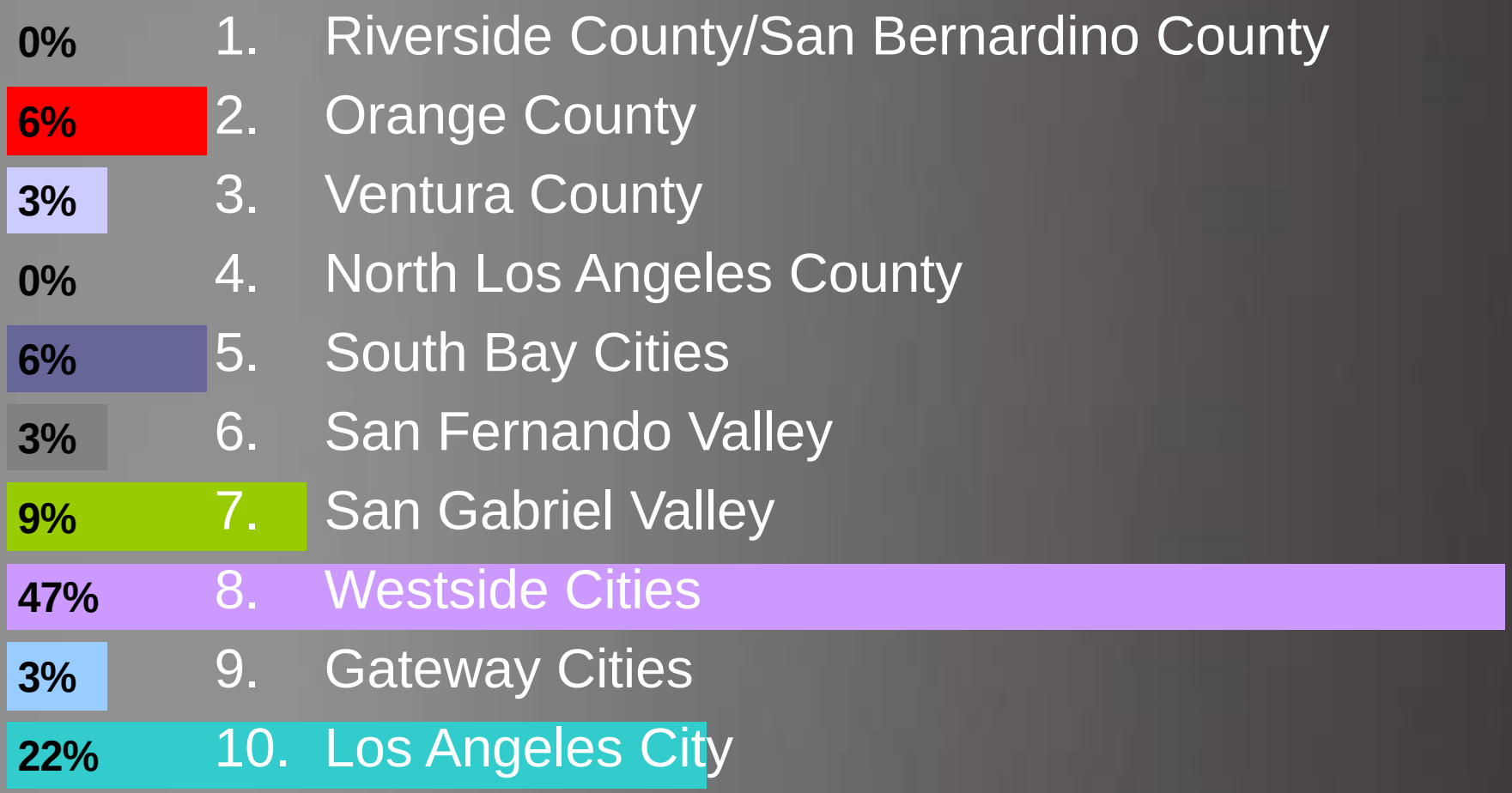
12%	1.	Paper
0%	2.	Plastic
82%	3.	I bring my own!
6%	4.	Oops…I forgot mine at home!

A few preliminary questions…

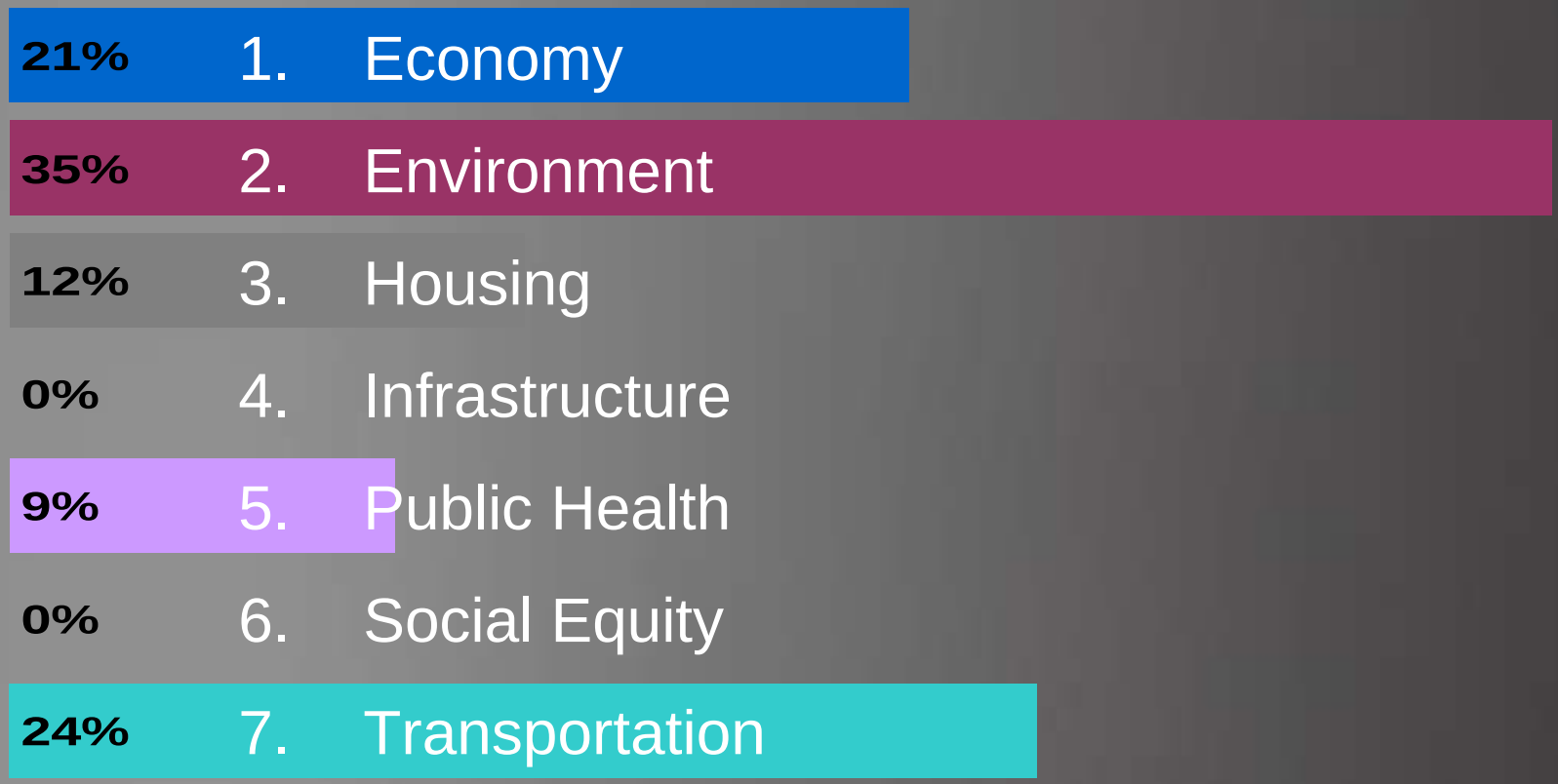
II. Which part of the region do you live in?



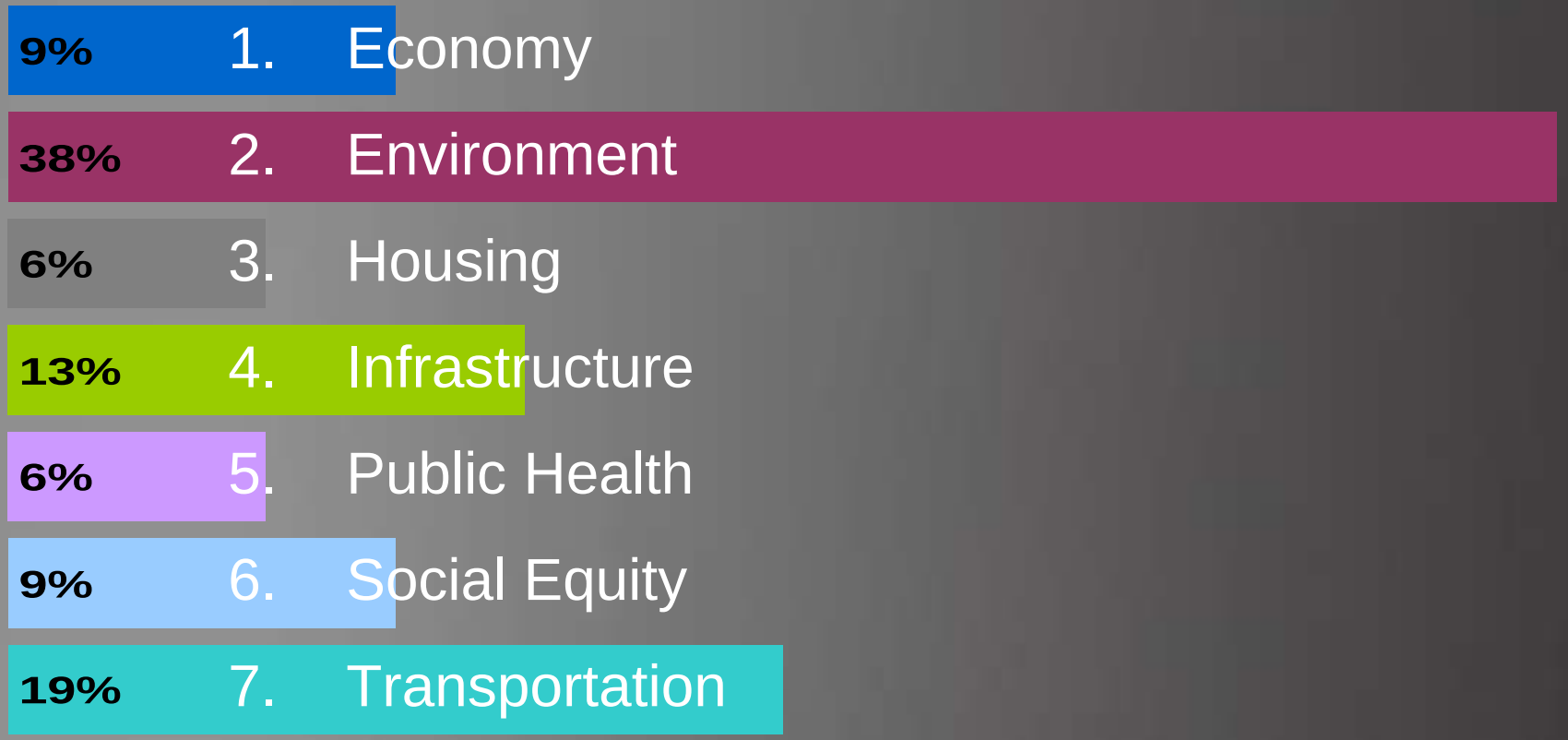
III. Which part of the region do you work/go to school?



IV. What is the first most important priority in Southern California?



V. What is the second most important priority in Southern California?



VI. Which statement best describes your daily commute?

34%	1.	I primarily drive alone.
28%	2.	I primarily walk or bike to common destinations.
0%	3.	I primarily carpool.
19%	4.	I primarily use public transportation.
19%	5.	I do not commute.

VII. Which statement describes your access to transportation options?

28%	1.	I drive; little access to transit
41%	2.	I have some access to transit but choose to drive
31%	3.	I have adequate access to transit and do not drive

VIII. What is the biggest barrier to using public transportation?

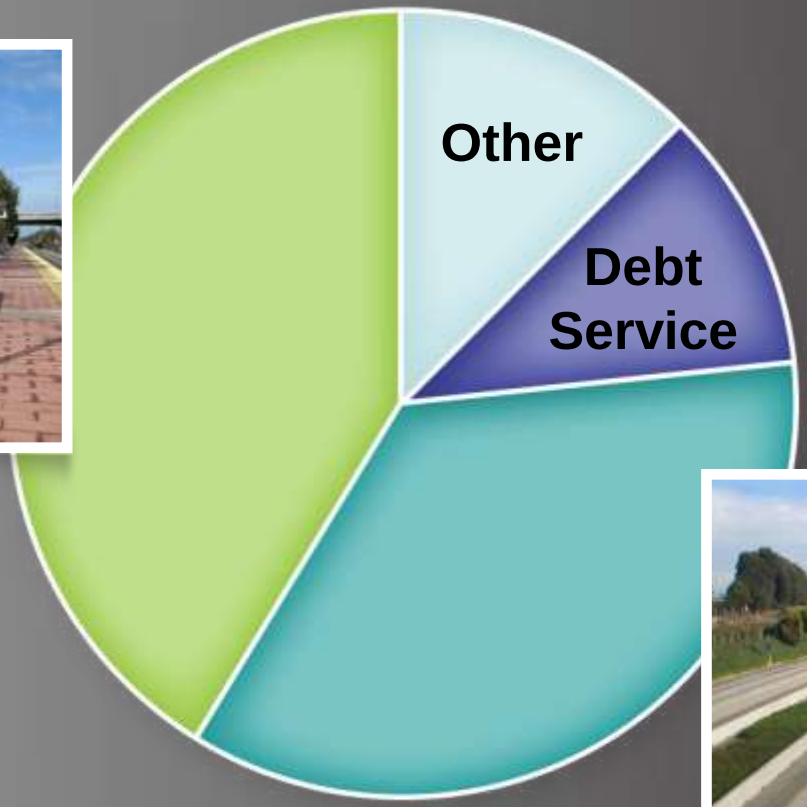
7%	1.	Does not stop near my home.
31%	2.	Does not go where I need.
34%	3.	Does not come frequently enough or run late enough.
3%	4.	Too crowded, I do not enjoy riding.
3%	5.	Too expensive for my budget.
21%	6.	None of the above..

Transportation Investments

Investment in Roads and Transit

FY2007 to 2036

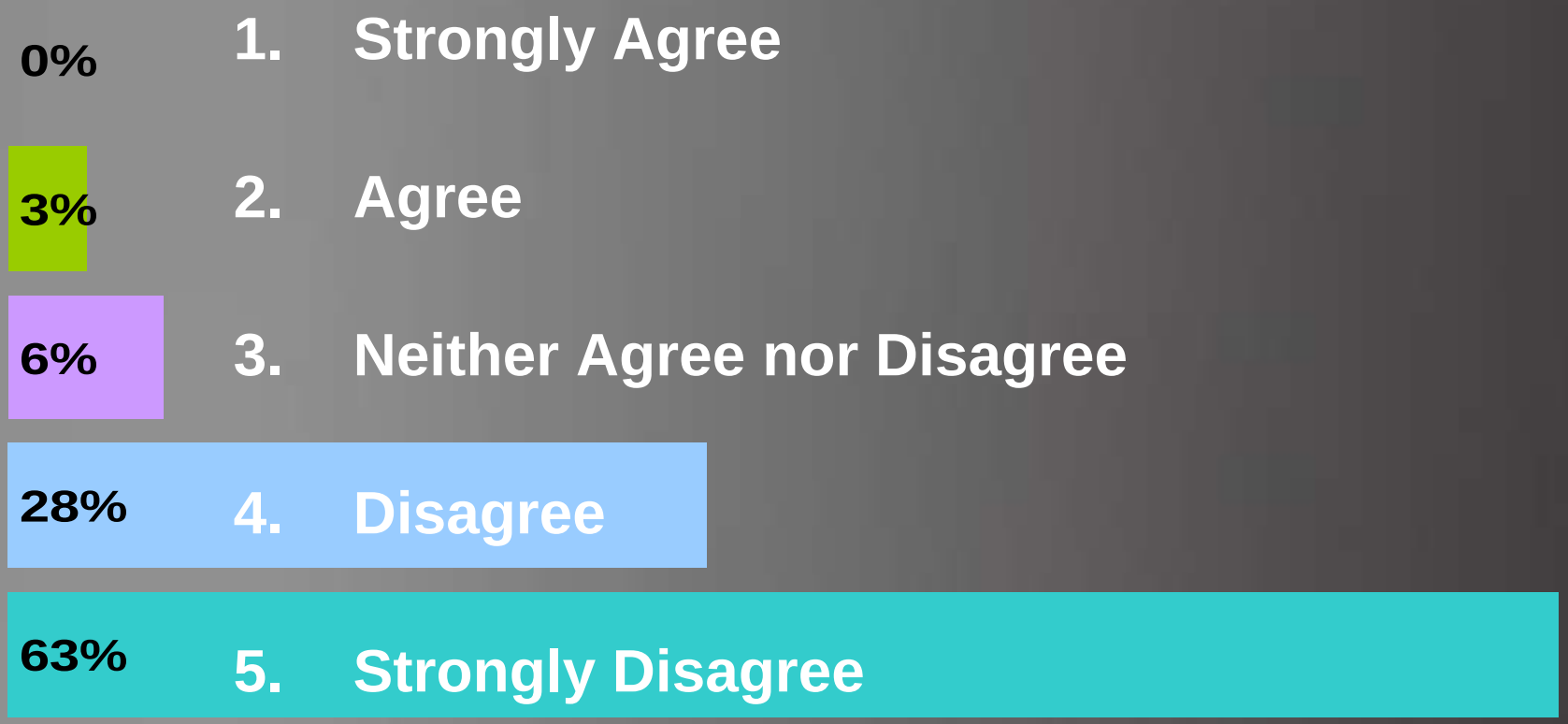
Public Transportation



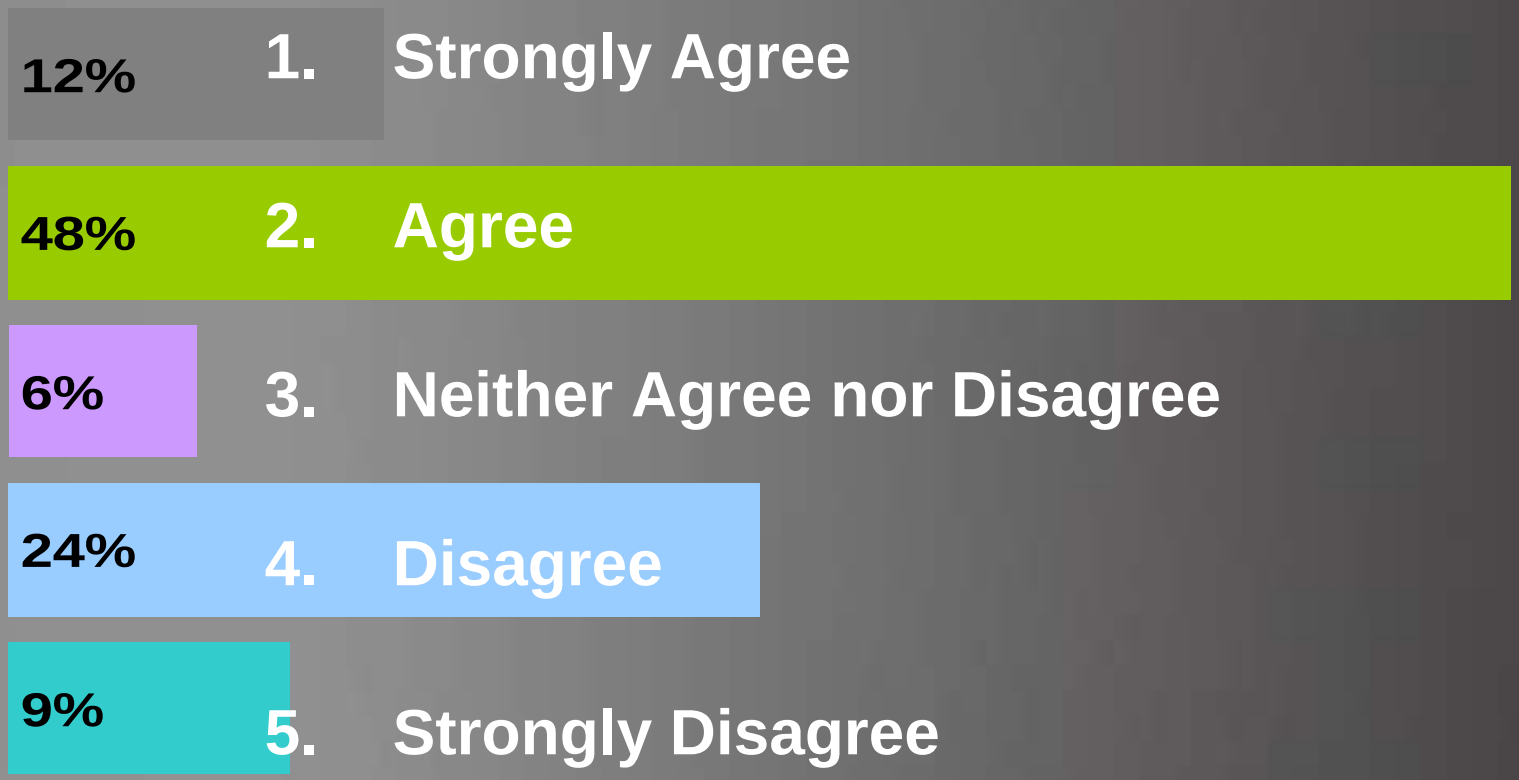
Highways

Source: 2008 RTP

IX. The RTP should invest most of its money into roads and highways.

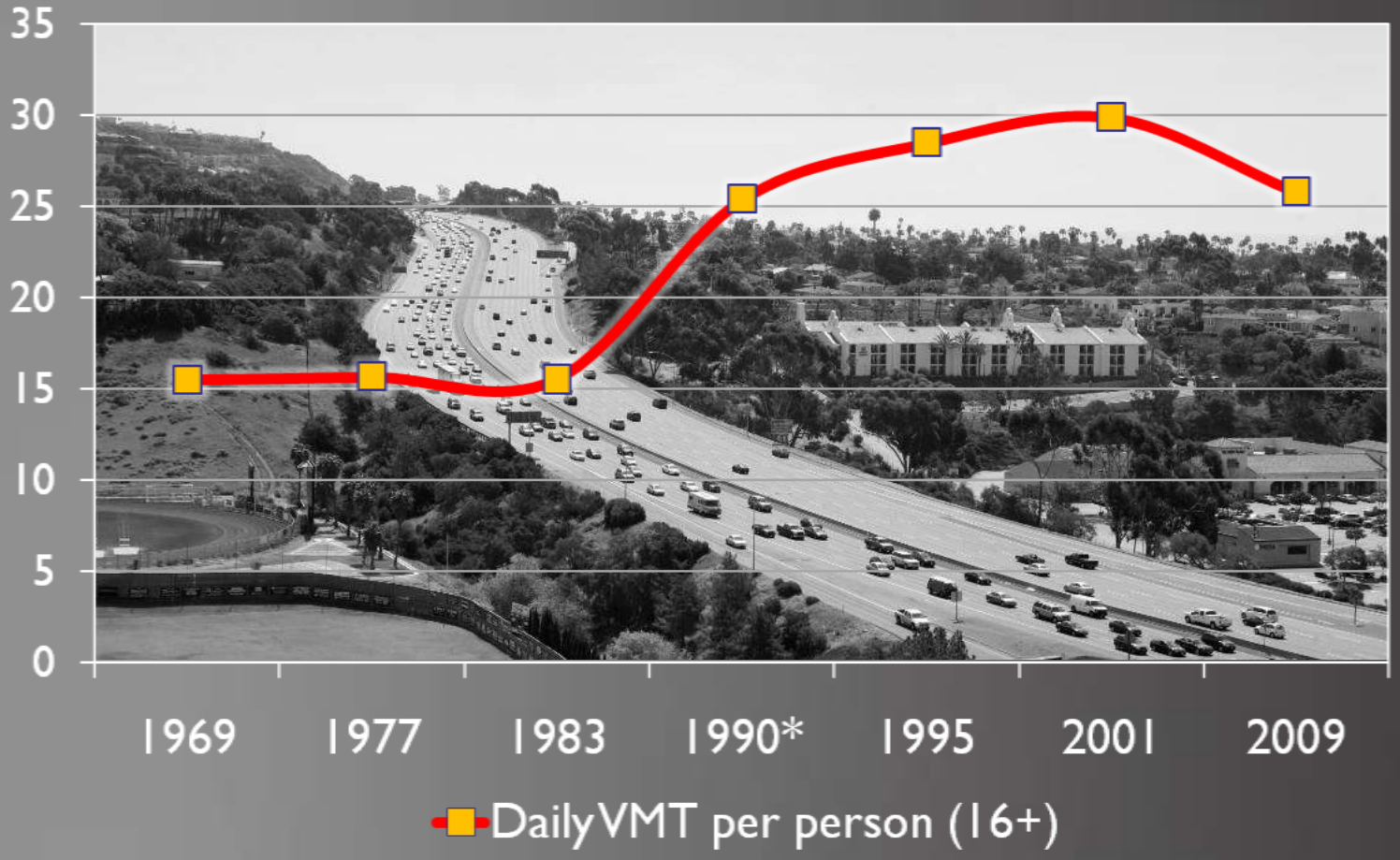


X. The RTP should invest in a mix of transportation options, including road, highway, rail transit, express bus and bicycle/pedestrian.

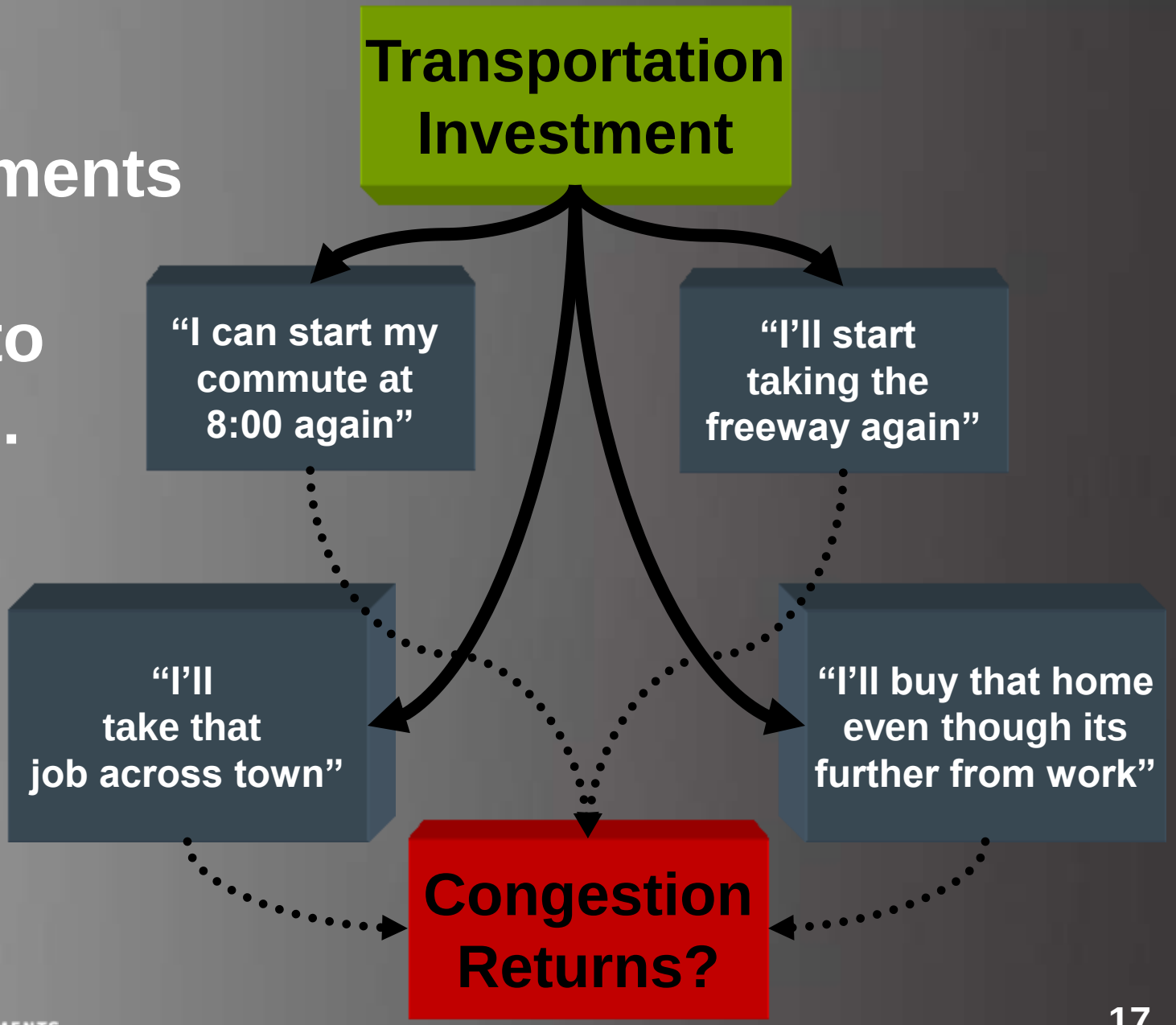


XI. The RTP should invest most of its money into rail transit, express bus and bicycle/pedestrian.

Driving Distances in Southern California



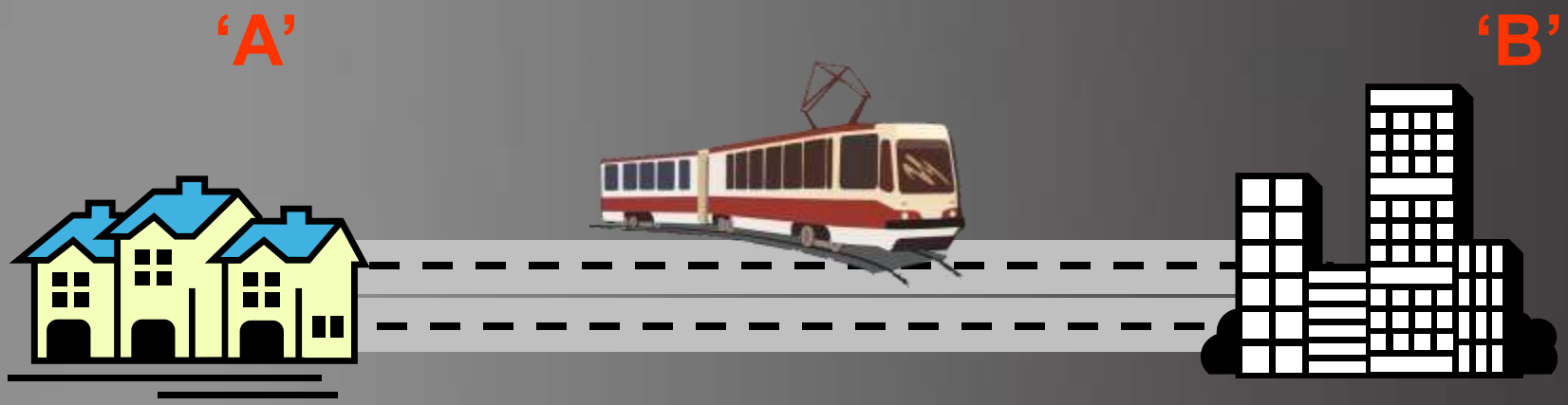
Traffic improvements can be difficult to sustain…



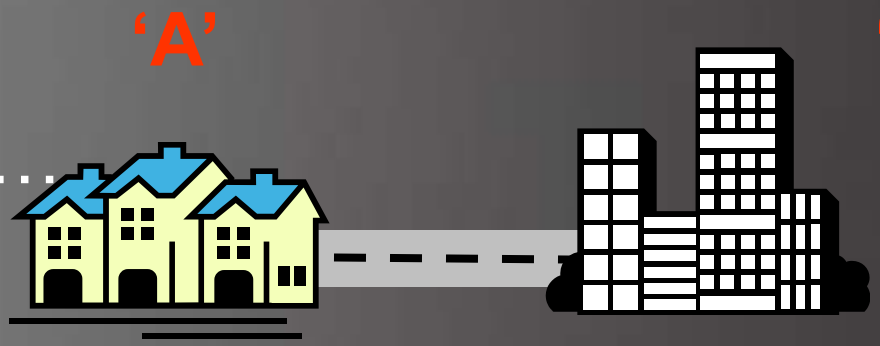
Two Approaches to Improve Mobility

(the time it takes to get from A to B)

- Create faster ways to get from A to B…



- Bring A closer to B…



Spectrum of Strategies for Mobility

Adding Supply

- New cross town routes
- New lanes
- Carpool lanes
- Telecommuting
- Development near transit
- Walkable communities
- New homes in job centers

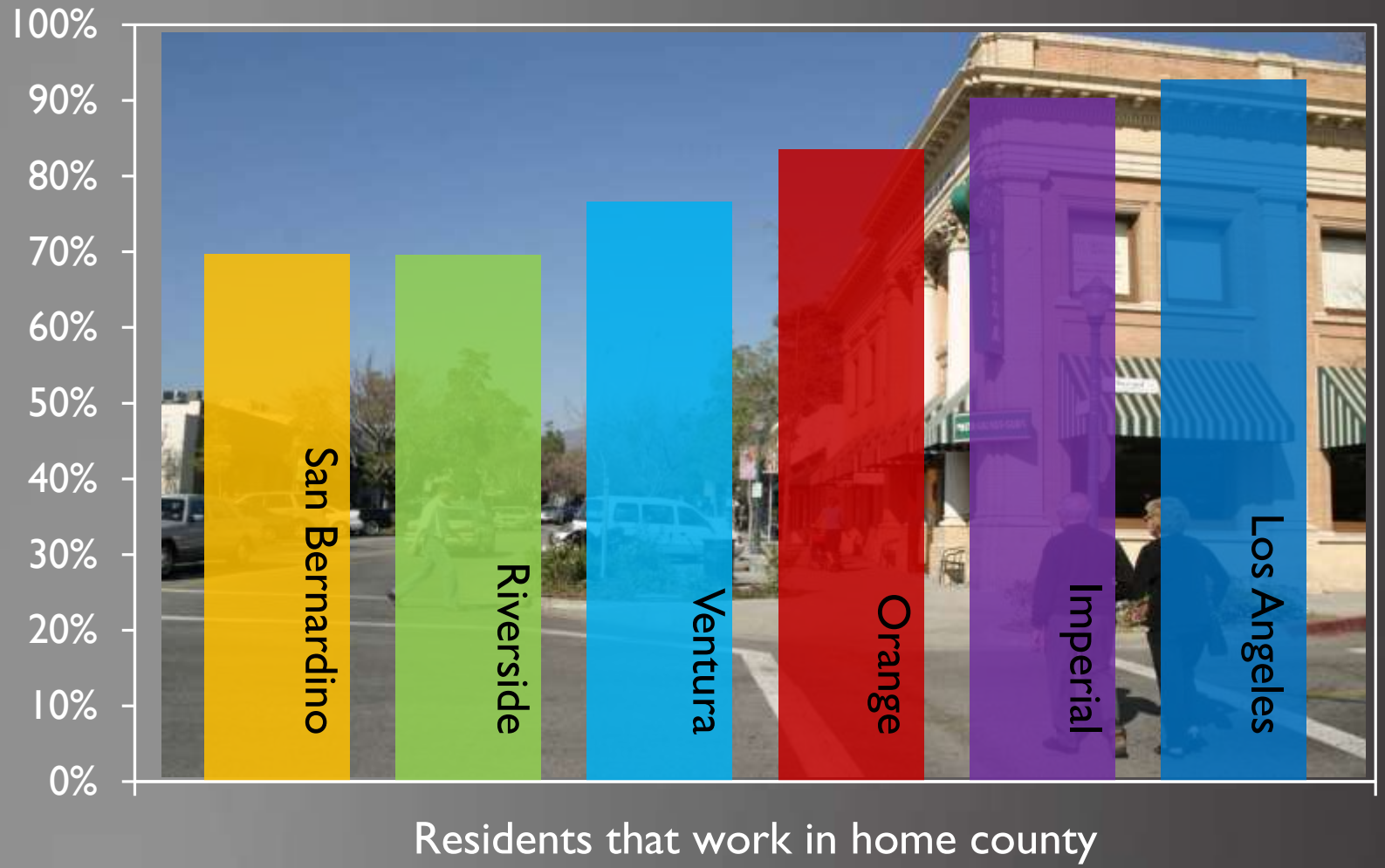
Reducing Demand

XII. The RTP should focus relatively more on expanding ways to travel more quickly, or reduce distances traveled?

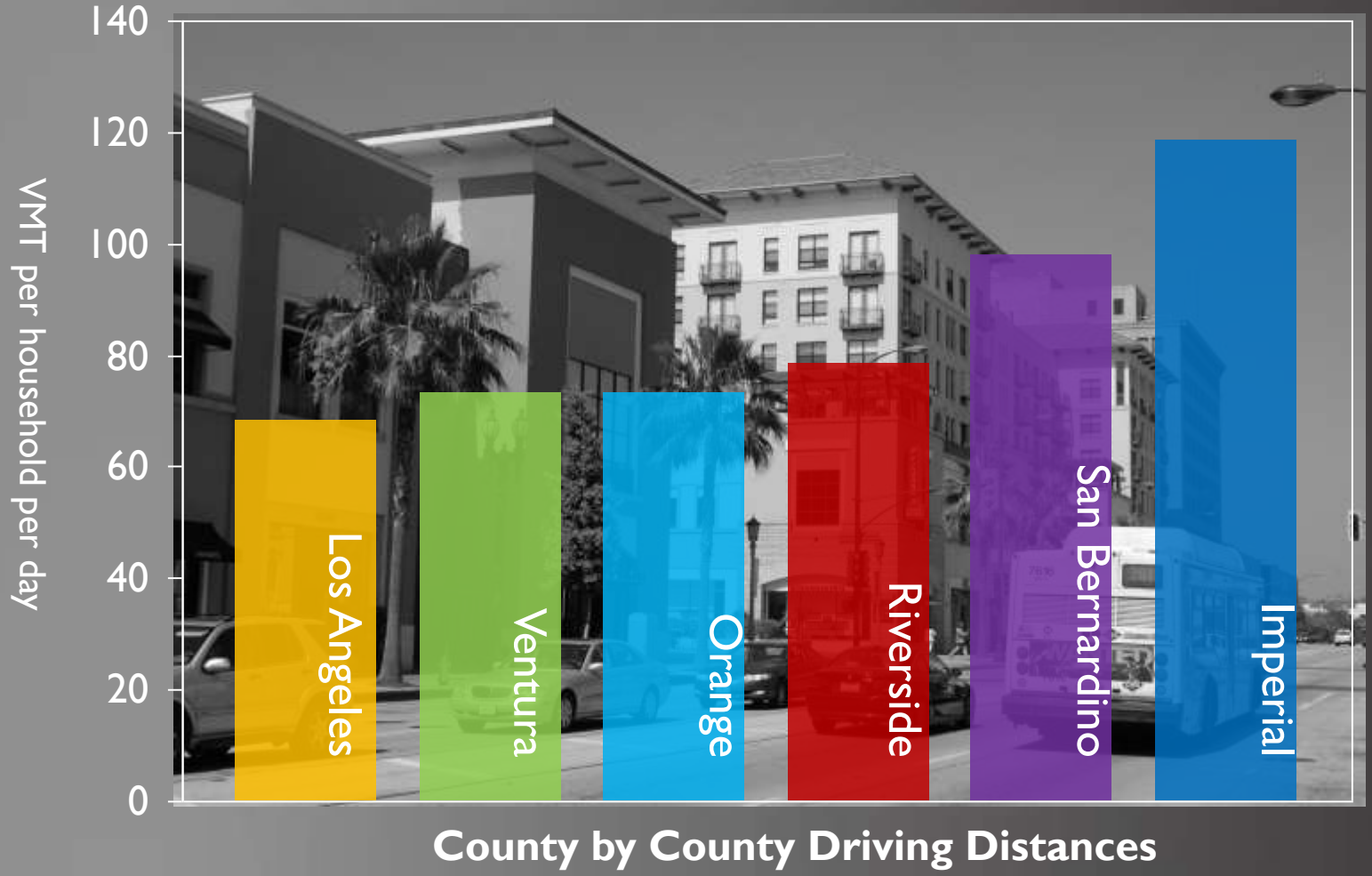
0%	1.	Expand Mobility (expand roads and transit)
52%	2.	Balance between 1 and 3
48%	3.	Focus most on reducing distances traveled

Balancing Jobs With Housing?

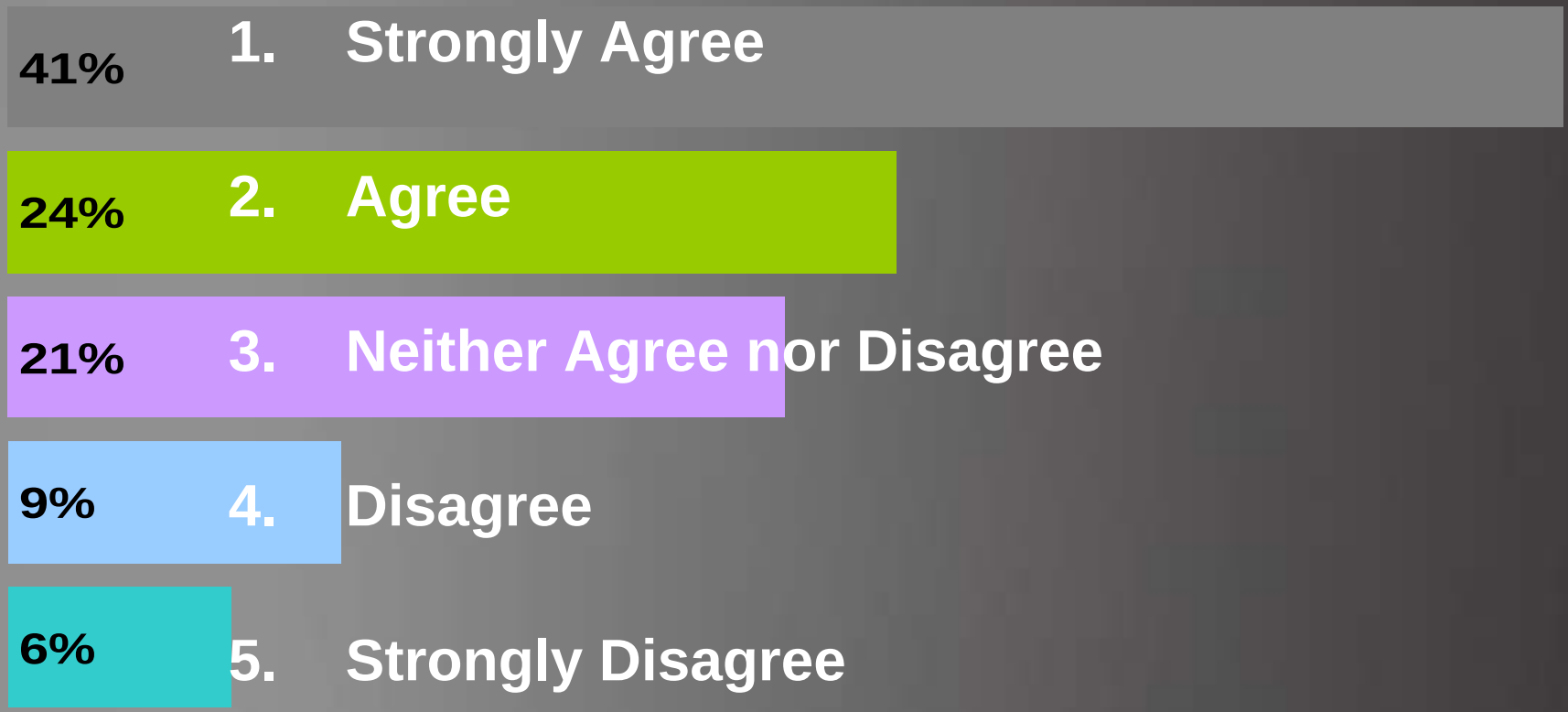
Opportunities to Work Near Where We Live



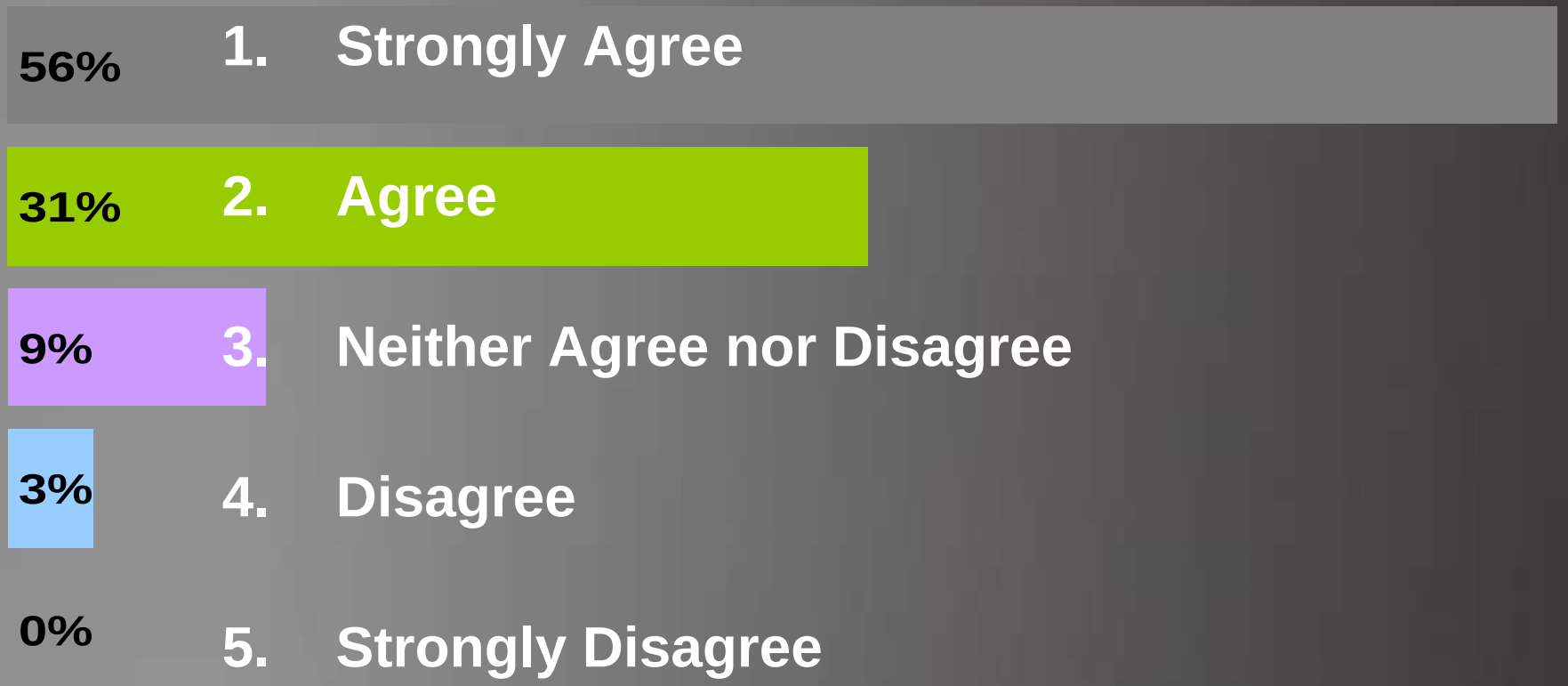
Growth's Impacts Vary By Location



XIII. Encourage more employment growth in or near residential communities.



XIV. Encourage more residential growth in or near employment centers.

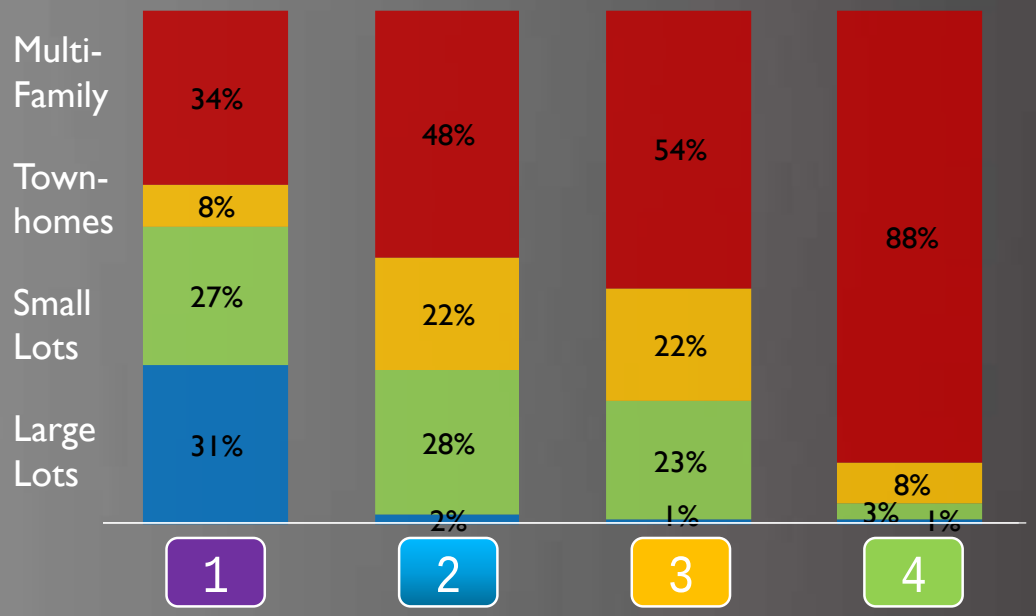


Housing Choices?

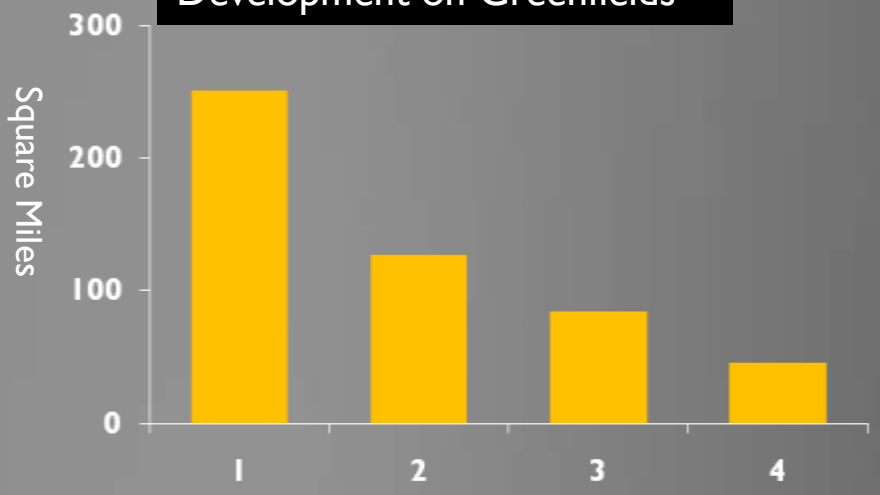
The Impacts of New Housing

New Homes by Housing Type

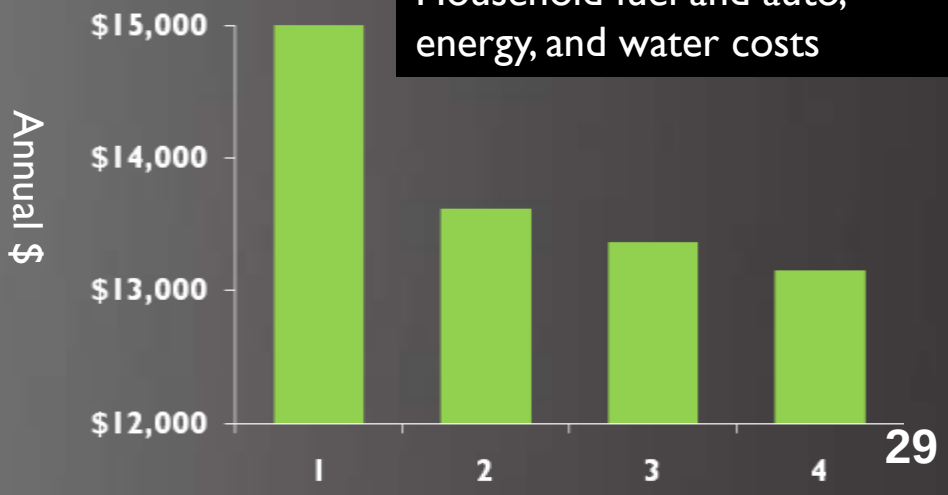
2010 to 2035



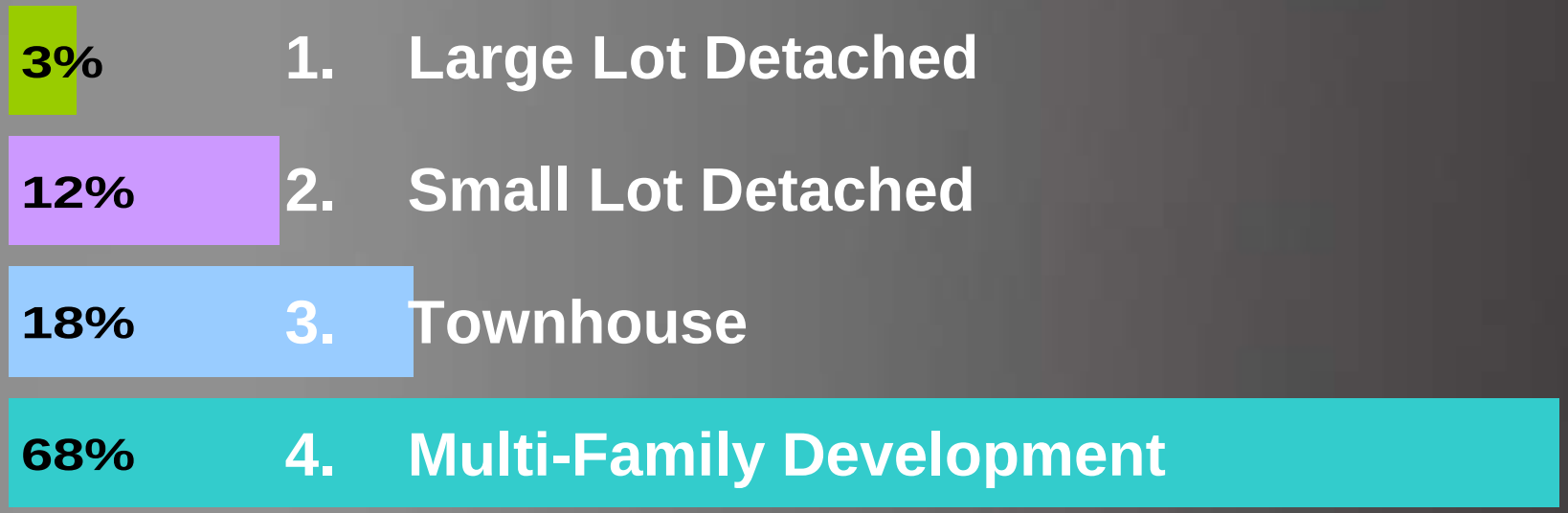
Development on Greenfields



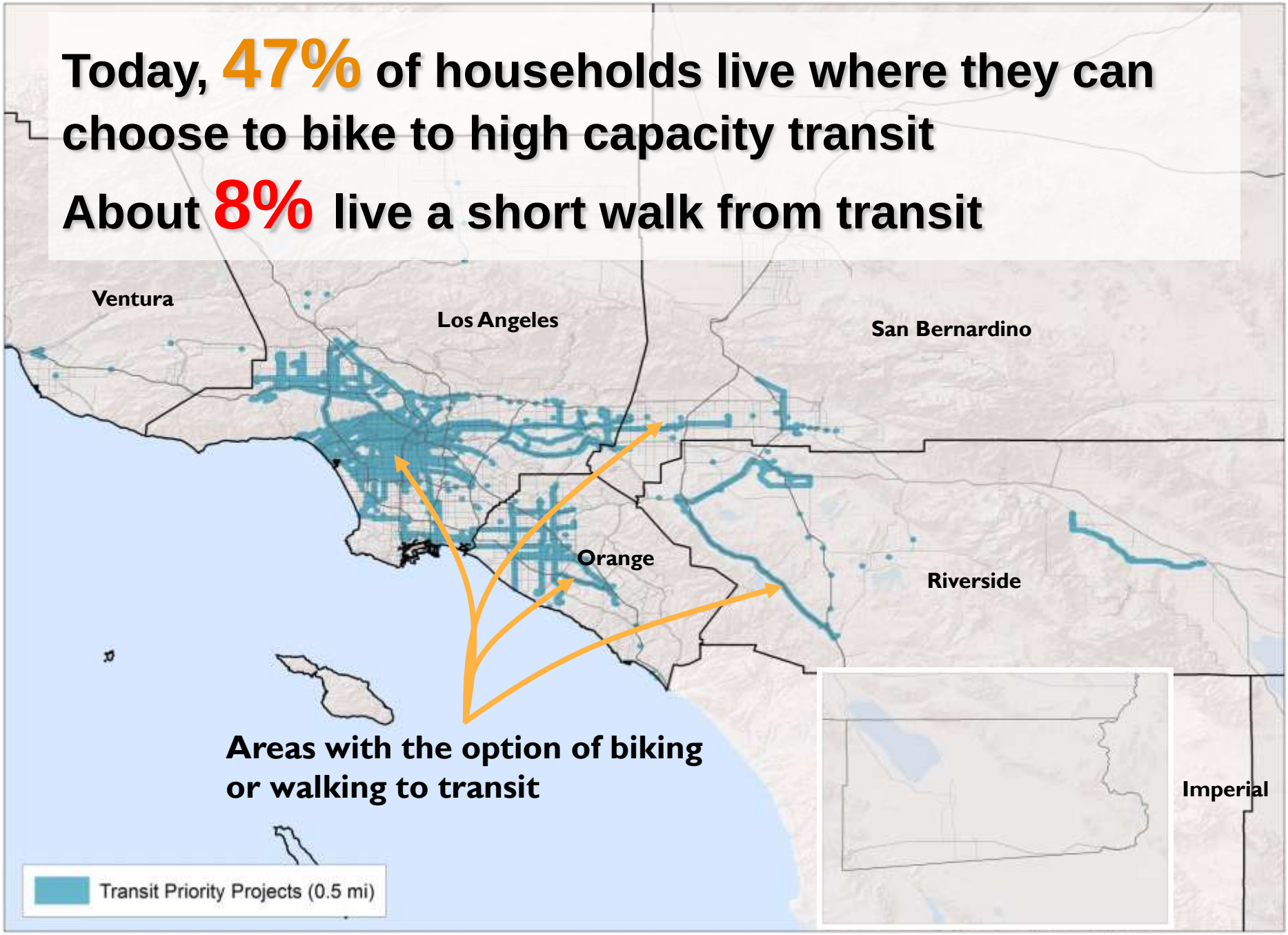
Household fuel and auto, energy, and water costs



XV. To accommodate the region's future population, new housing development and housing types in the coming decades should be primarily…

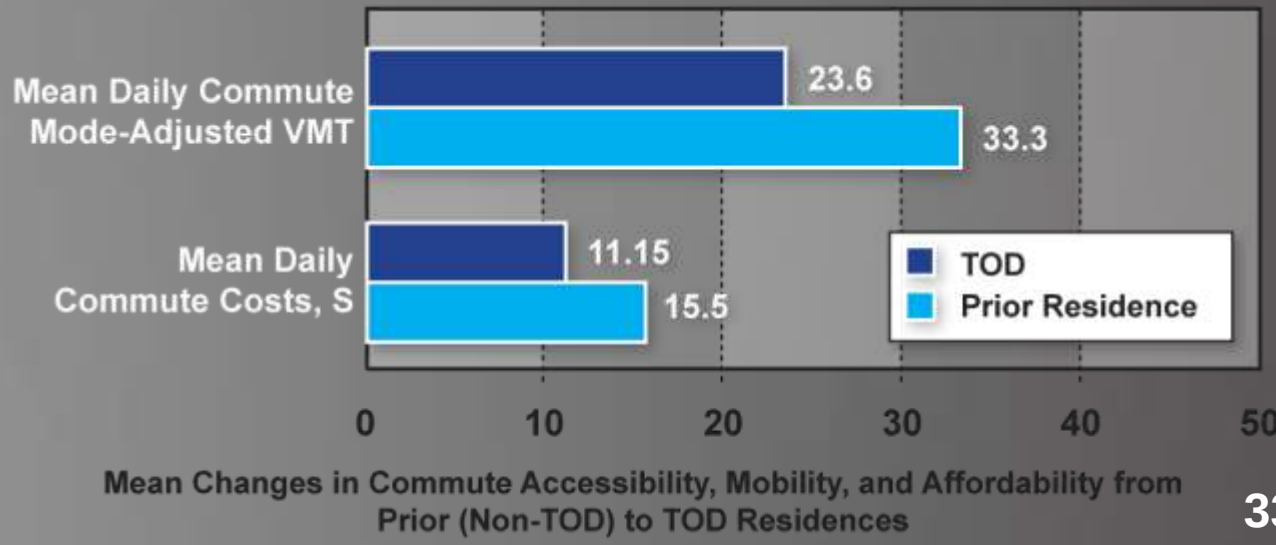


Transit Oriented Development?

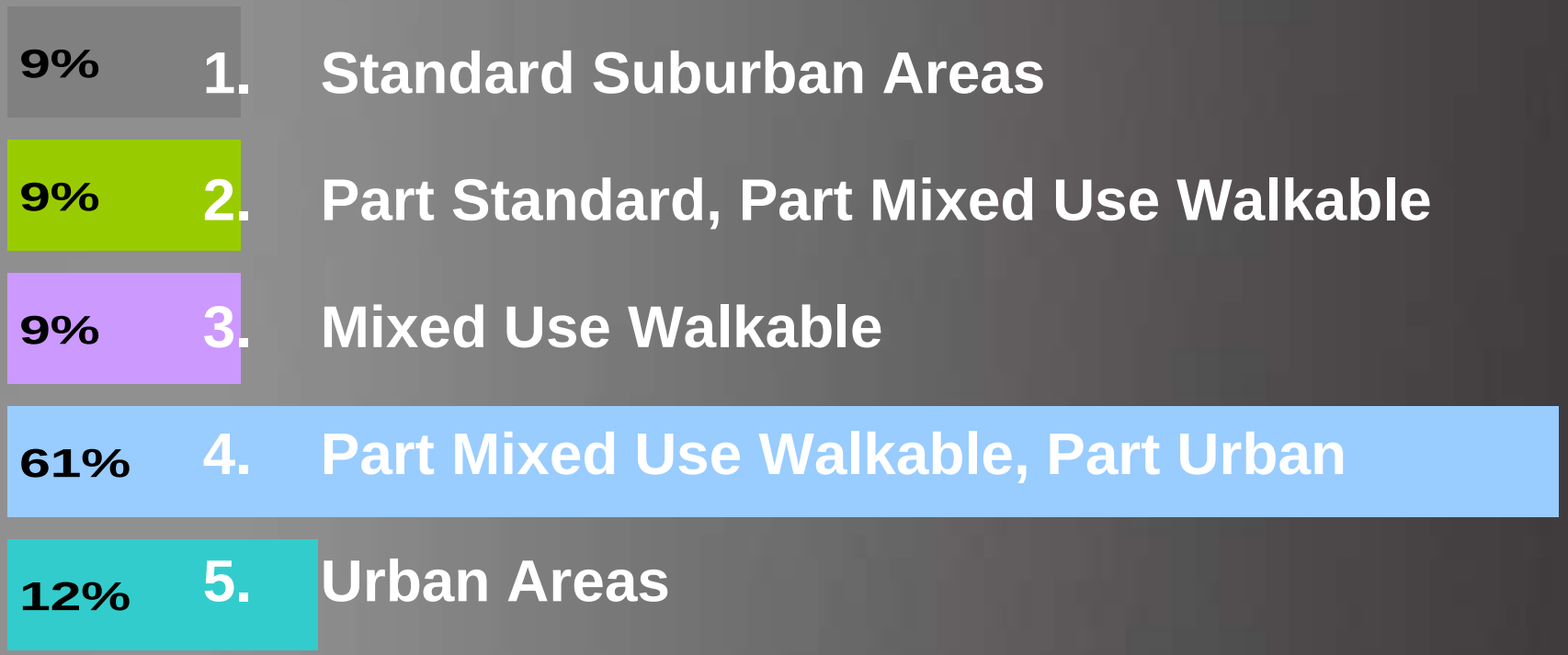

Today, 47% of households live where they can choose to bike to high capacity transit
About 8% live a short walk from transit
Ventura
Los Angeles
San Bernardino
Orange
Riverside
Imperial
Areas with the option of biking or walking to transit
Transit Priority Projects (0.5 mi)

Coordinating Growth with Transit

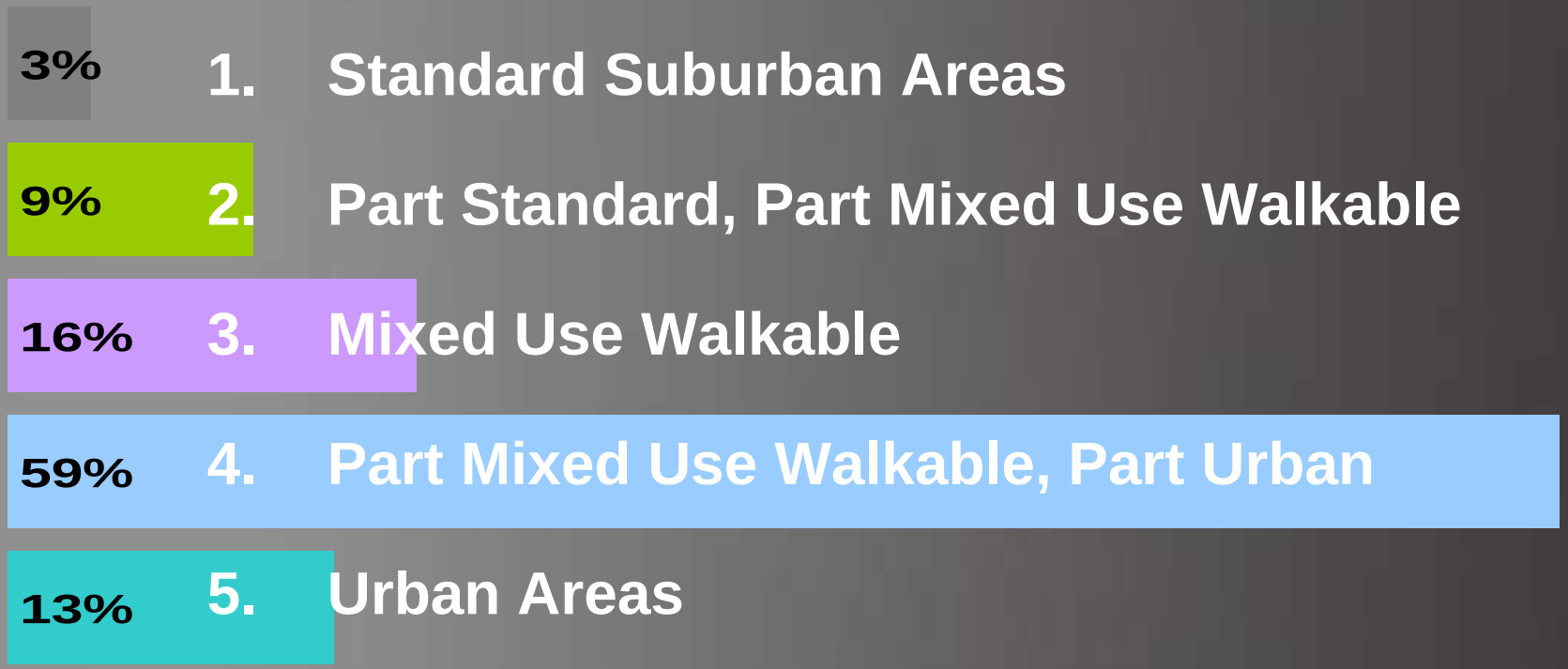
- Following same household, after moving next to transit…
  - 10 fewer miles driven
  - 25% lower commute expenses



XVI. Future development of employment centers and commercial areas should mostly occur in:

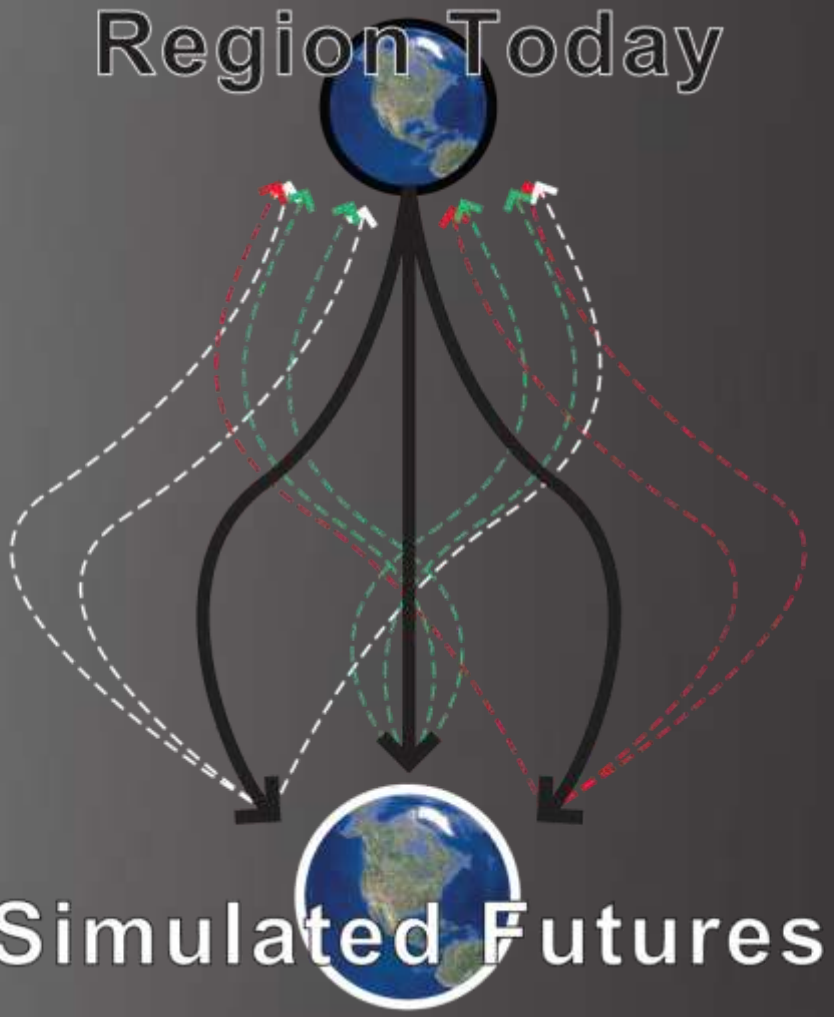


XVII. Future development of residential areas should mostly occur in:



Scenario Next Steps

- Concepts will be refined and further tested
- The most effective and supported ideas will become a draft combined scenario
- A preferred scenario, or Sustainable Communities Strategy, will be integrated with the 2012 RTP



Stay Involved in the 2012 Plan

THANK YOU!

2012 RTP/SCS
PUBLIC OUTREACH WORKSHOP