

Welcome!

We will begin in a few moments.



Traffic Reduction Study

Translation and Interpretation is available



Interpretación en español

Via Zoom

- Haga click en el icono – “interpretación”
- Escoja la opción para escuchar en español

Via Zoom

- Click on the “Interpretation” icon
- Pick the language you would like to listen to (Spanish)

Metro's Customer Experience Plan

We want to be your ride, and we know we have to earn it, every single day.
See how we're improving your experience at metro.net/cxhub.



Let's Ride Safely Together

- Keeping riders safe is our number one priority and we're committed to providing you with a great experience on Metro.
- Visit metro.net/Safety for more information about our plan that reimagines the way we approach public safety, to ensure all our riders feel safe, comfortable, and welcome on our system.





Free transit for students with GoPass!

Students at participating K-12 schools and community colleges ride for free on Metro and other transit agencies.

To find out if your district is participating, contact your school or visit metro.net/gopass.



Metro

Metro is committed to hiring Veterans.



Metro is seeking active military and veterans for roles on our team. Your skills and experience are valuable. Metro is a proud recipient of the Department of Labor HIRE Vets Gold Award, which recognizes employers' commitment to recruiting, hiring and retaining our nation's heroes.

<https://www.metro.net/about/careers/veterans/>

THANK YOU

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

- Respect the format of the meeting and allow everyone an opportunity to comment
- Treat fellow community members, agency representatives, Metro staff and others with respect
- Address all comments to Metro staff and consultants – not to other attendees

Housekeeping



This meeting is being recorded. Video file will be posted on our web site at metro.net/trafficreduction



Public video and mics are disabled. We cannot hear you or see you.



Please ask questions and submit comments via the Q&A feature.

Agenda

1. Welcome and Meeting Logistics
2. Project Presentation and Polls
3. General Question & Answer (Q&A) Session
4. Conclusion & Next Steps



We're studying ways
to reduce traffic.

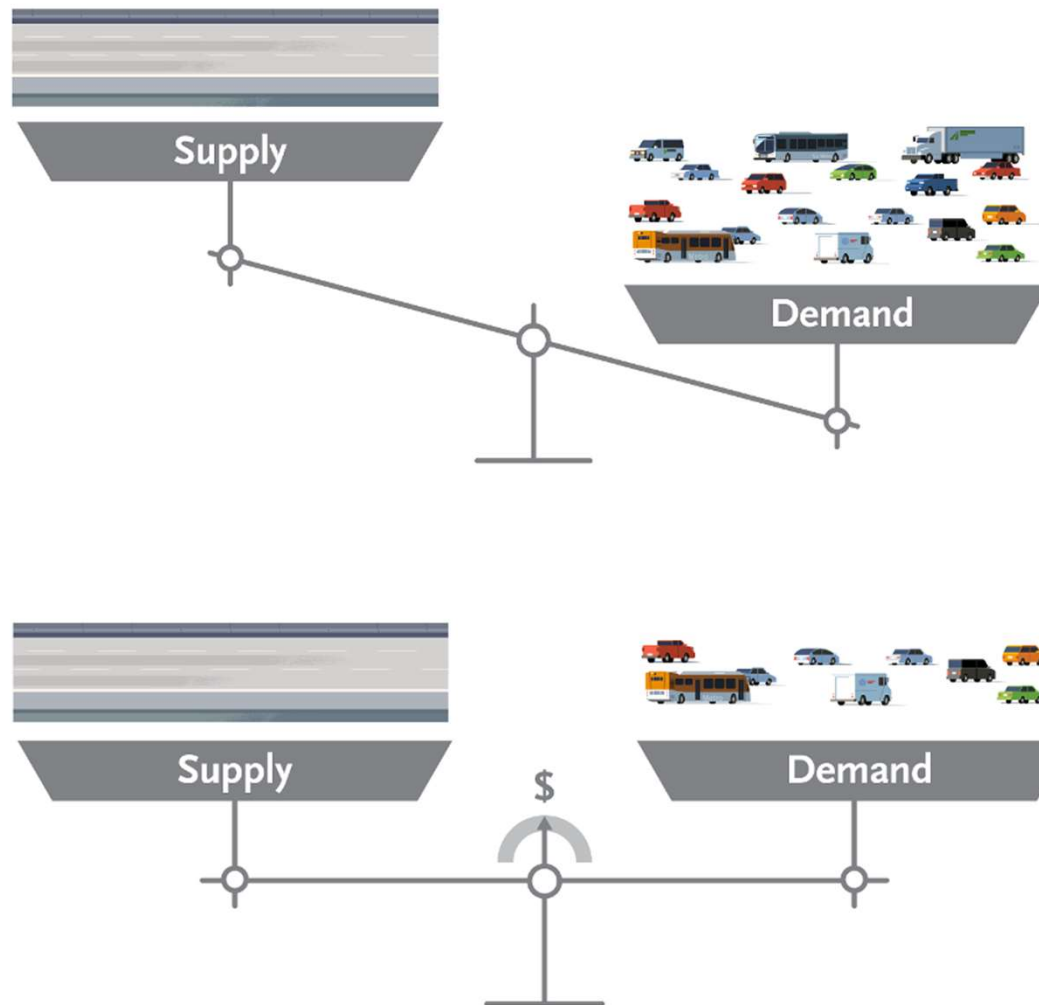
TRAFFIC REDUCTION STUDY

Metro has a plan to make it easier to get around

Vision 2028:

To deliver a mobility system that enables people **to travel swiftly and easily** throughout the LA County region, no matter where they want to go or when.

Pricing is the most effective way to reduce traffic



Traffic Reduction Study (TRS) Framework

Goals:



Less traffic and more high-quality options



Enhance economic Opportunity



Reduce air and climate pollution



Safer roads and quicker transit



Reinvest in our communities and help businesses thrive

Better options and assistance programs are a part of this study.



Better Transportation Options and Assistance Programs

- 1 Safer, faster and more reliable transit service
- 2 Safer streets for biking, walking and rolling
- 3 Toll discounts, credits, and subsidies
- 4 Public transit fare assistance

Pricing to manage demand works



London

- > Reduced Vehicle Trips 15-20%
- > Reduced Congestion:
 - 30% within zone
 - 20% approaching zone
- > Increased Bus Trips 38%
- > Decreased Bus Waiting 30%
- > Reduced Emissions 12-19%

Stockholm

- > Reduced Vehicle Trips by 22%
- > Reduced Congestion:
 - 33% in the mornings
 - 50% in the evenings
- > Increased Transit Trips by 7%
- > Increased Bicycling Trips by 22%
- > Reduced Emissions by 7-14%

LA County ExpressLanes

- > 32% time savings compared to adjacent toll-free general-purpose lanes
- > Reinvestments: Over \$100 million invested in transportation projects
- > Social programs: 17,500 drivers registered for low-income assistance program

Survey Question #1

TRS Goals

Congestion Pricing Anticipated Benefits



Reduced Traffic
Congestion



Improved Air Quality



Potential Transportation
and Community-based
Investments



Improvements to Broader
Community-based
Services



More Frequent Public
Transit Service



Expansion of Transit
Projects



Improved Roadway and
Pedestrian Infrastructure

We've identified three potential concept areas and need your help refining their design.

How concept areas were chosen



Identification

We identified 14 areas in LA County with high levels of traffic congestion per pre-COVID traffic patterns.



Evaluation & Modeling

We technically modeled the set of five selected concept areas to consider the potential benefits and impacts of pricing in each.



Refinement & Re-Modeling

The initial modeling and feedback from public engagement helped narrow the five concept areas to three based on the evaluation measures used in the previous steps.

Five concept areas have been chosen for study

- > **Santa Monica Mountains Screen Line**
 - > **I-10 Corridor Screen Line (freeway only)**
 - > **I-5 and US 101 Freeway Pricing**
 - > **Downtown LA Freeway Pricing**
 - > **Downtown LA Cordon**
- PCH Pricing
- I-5 Freeway Pricing

I-405 Freeway Pricing

I-605 Freeway Pricing

West LA/Santa Monica area Pricing

Mid-City Area Pricing

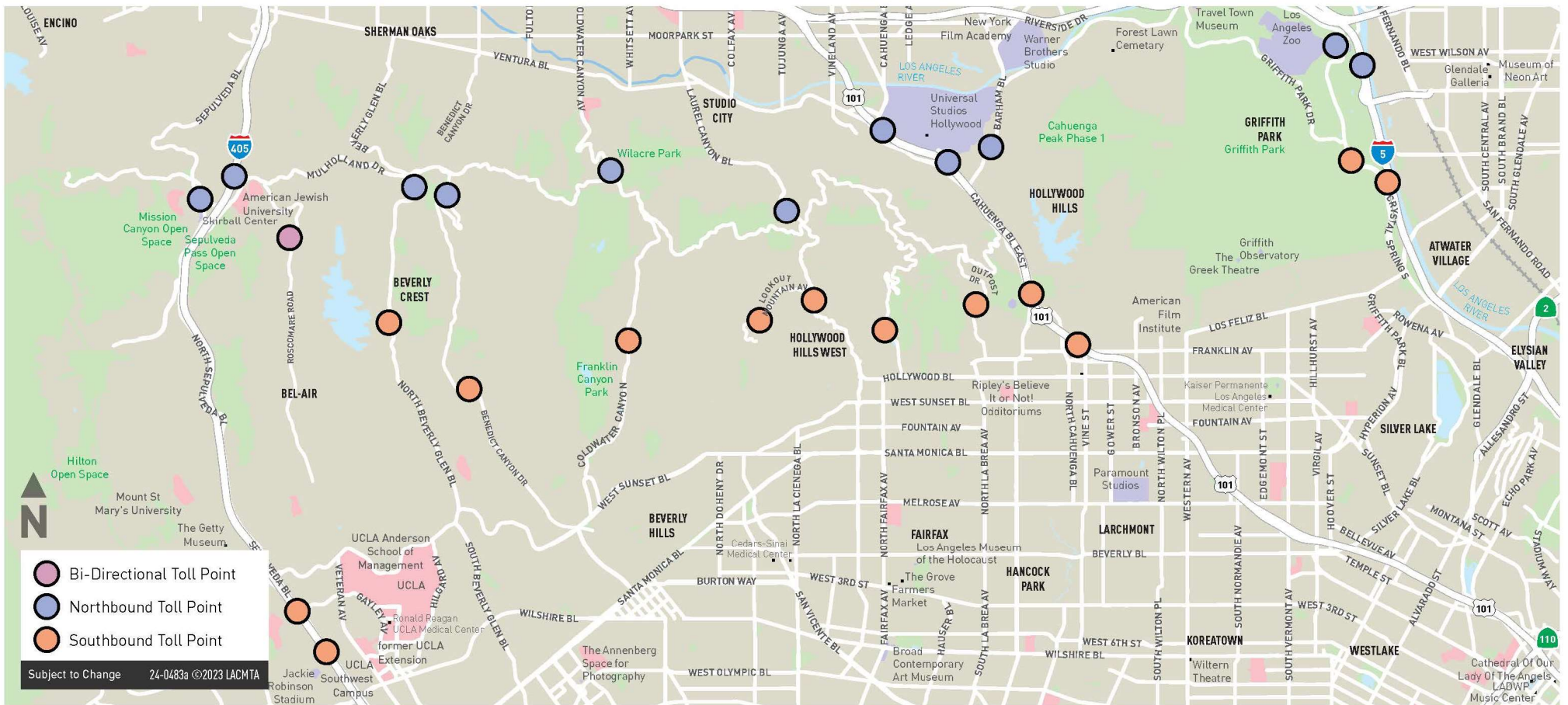
Hollywood Area Pricing

County-wide freeway pricing

County-wide VMT pricing

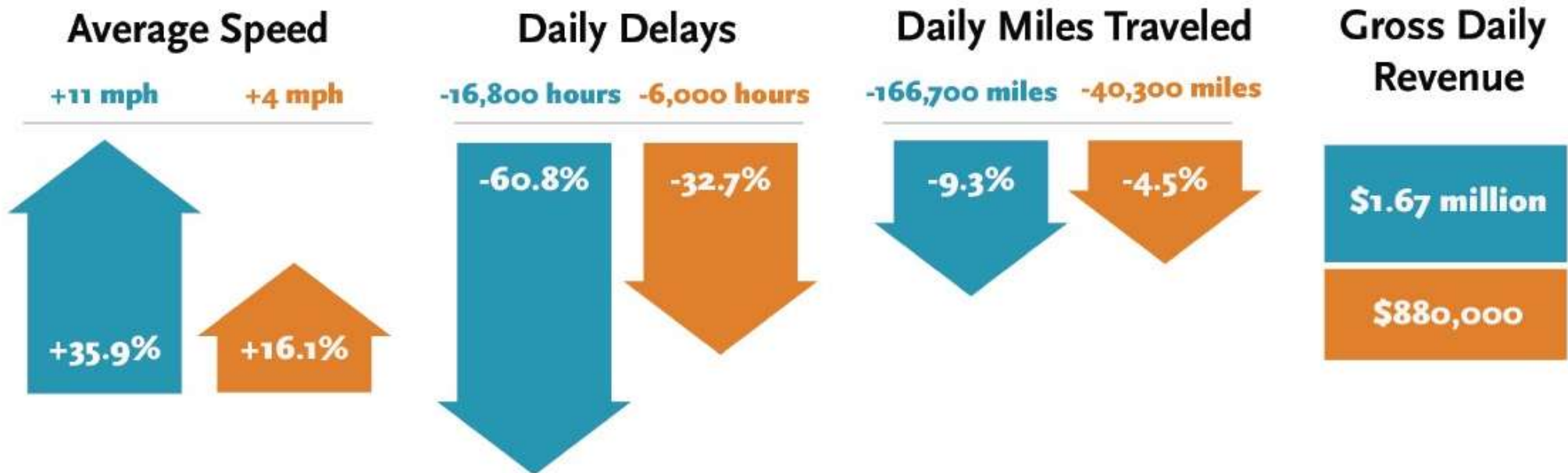
Santa Monica Mountains Concept Area

Traffic Reduction Study Santa Monica Mountains Concept



Santa Monica Mountains Concept Area

The Santa Monica Mountains concept gets roads moving and saves time.

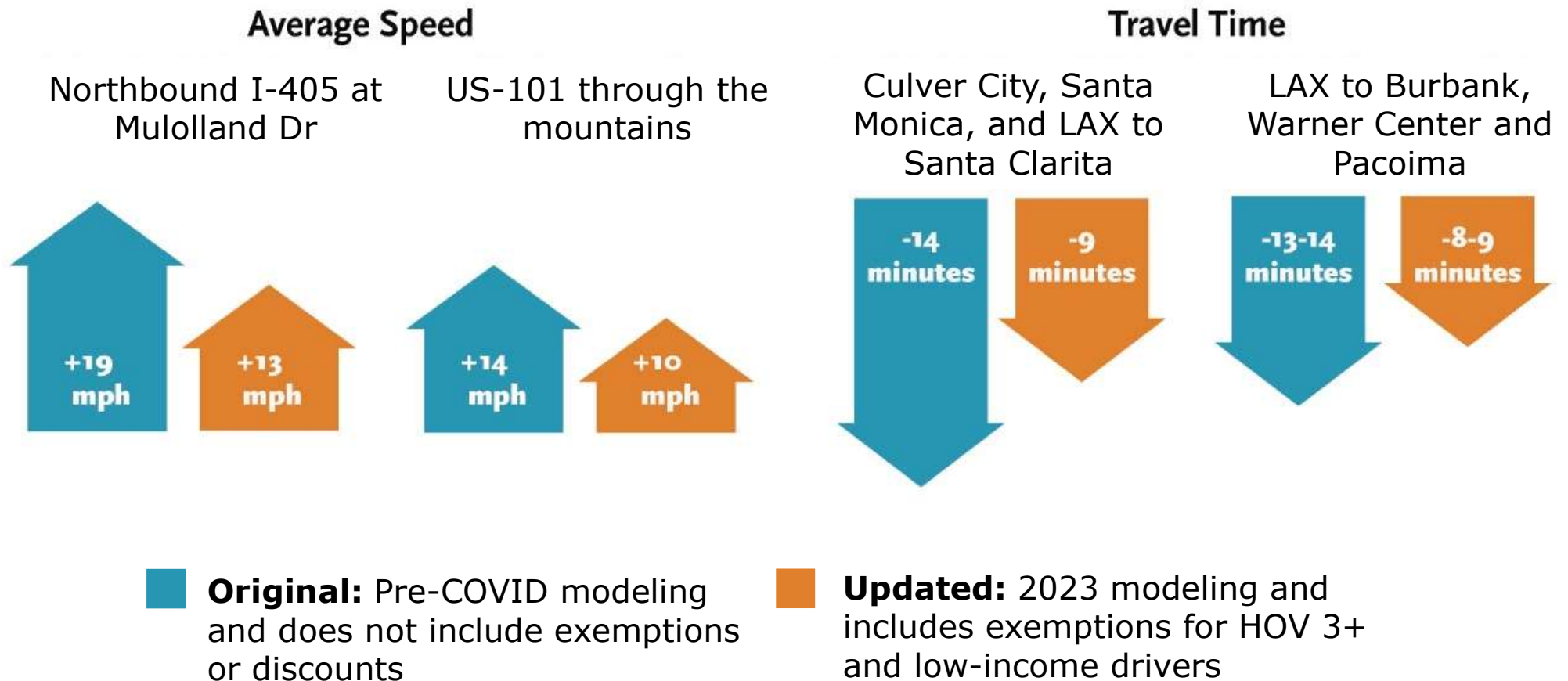


Original: Pre-COVID modeling and does not include exemptions or discounts

Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Santa Monica Mountains Concept Area

Both concepts show improvements, but less in the updated 2023 concept.

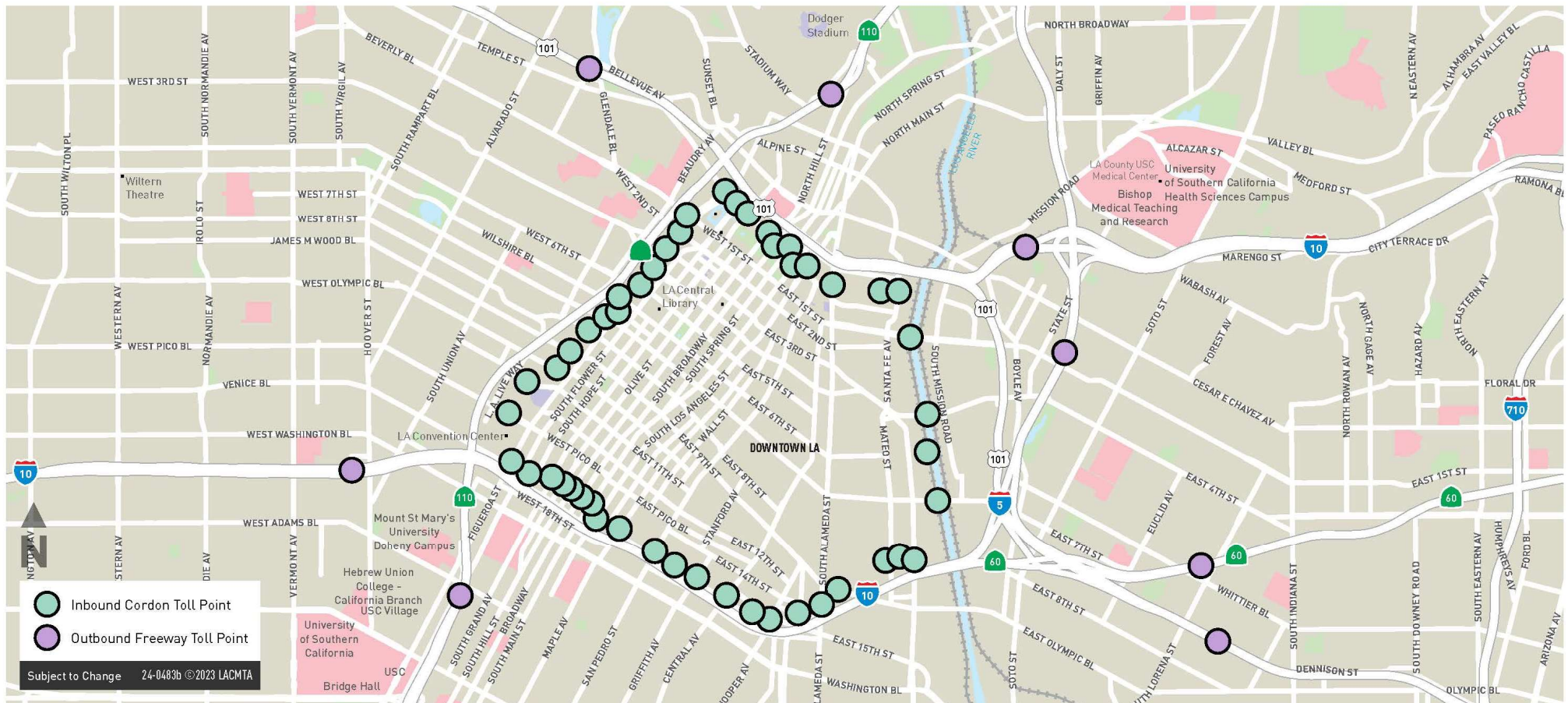


Survey Question #2

Santa Monica Mountains Concept Area

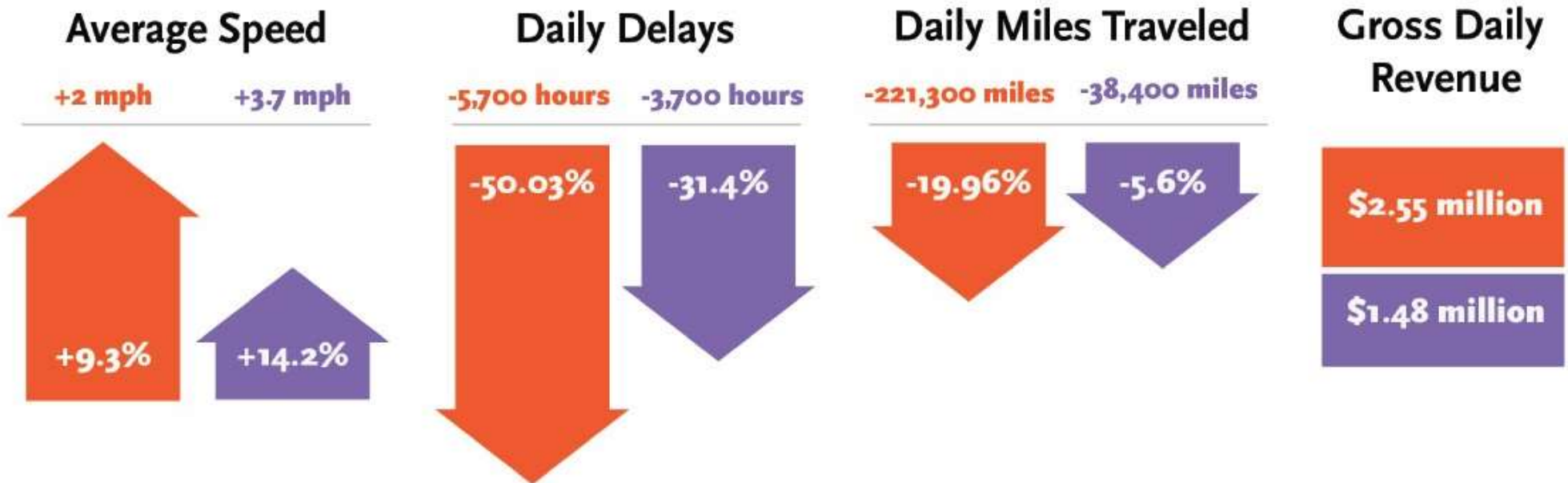
Downtown Los Angeles Concept Area

Traffic Reduction Study Downtown Los Angeles Concept



Downtown LA Concept Area

The Downtown LA concept reduces traffic locally and regionally.



Original: Pre-COVID modeling and does not include exemptions or discounts

Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Downtown LA Concept Area

Both concepts show improvements, but less in the updated 2023 concept.



Original: Pre-COVID modeling and does not include exemptions or discounts

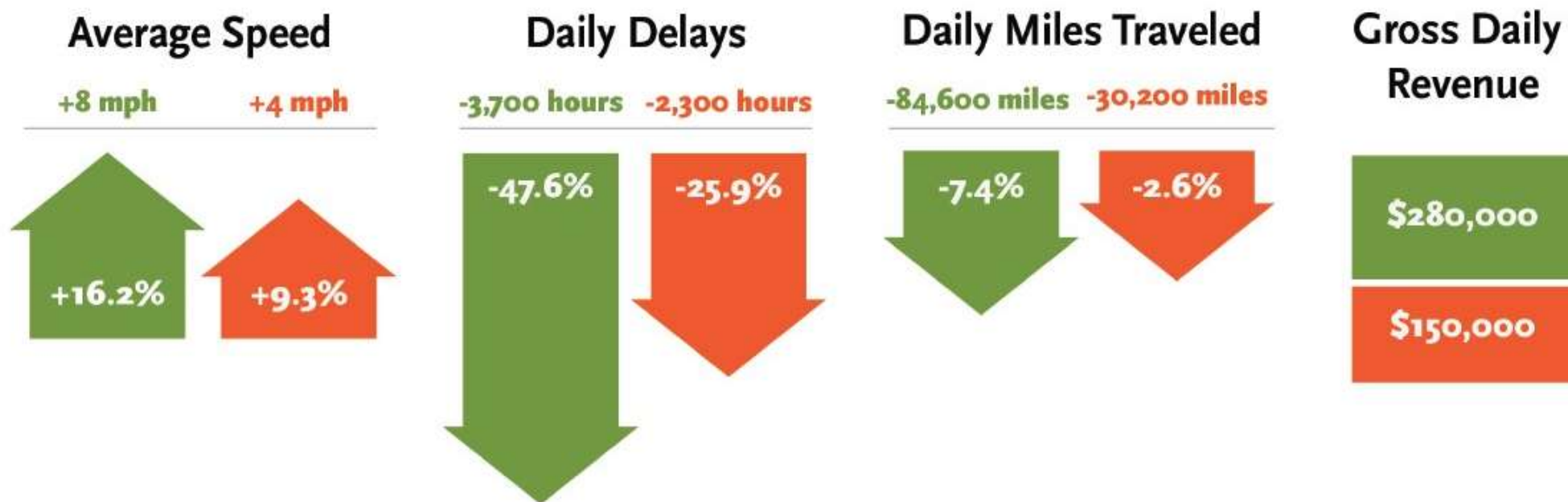
Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Survey Question #3

DTLA Concept Area

I-10 West Concept Area

Modeling shows pricing reduces traffic on the I-10 but increases traffic in adjacent arterials.



Original: Pre-COVID modeling and does not include exemptions or discounts

Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

I-10 West Concept Area

Both concepts show improvements, but less in the updated 2023 concept.



Original: Pre-COVID modeling and does not include exemptions or discounts

Updated: 2023 modeling and includes exemptions for HOV 3+ and low-income drivers

Survey Question #4

I-10 West of DTLA Concept Area

How can congestion pricing benefit everyone?

Less time in traffic and cleaner air would be great, but I worry about being able to afford the toll and public transportation costs.

How will you ensure that the voices of low income and disadvantaged communities are heard?

How can congestion pricing and reinvestment help fix existing disparities?

How can congestion pricing benefit everyone?



FULL EXEMPTIONS for high-occupancy vehicles with **THREE OR MORE PASSENGERS (HOV 3+)** and **LOW-INCOME DRIVERS** were considered in the second round of technical analysis.



REDUCED OR FREE TOLLS are being considered to lower congestion pricing fees for low-income drivers.



FINANCIAL SUBSIDIES are being considered to provide direct monetary assistance to eligible low-income individuals.



EARNING TRANSIT CREDITS are being considered to allow individuals to accumulate credits / rewards by choosing alternative transportation options.

Survey Question #5

Equity Considerations

How will Metro reinvest in its communities?

Give us your input. What are your top reinvestment priorities?

For example:

- > More frequent, fast and reliable public transit service existing bus and rail lines?
- > New public transportation services in the area?
- > More transit public safety and cleaning?
- > Other community-based programs that would reinforce transportation investments?

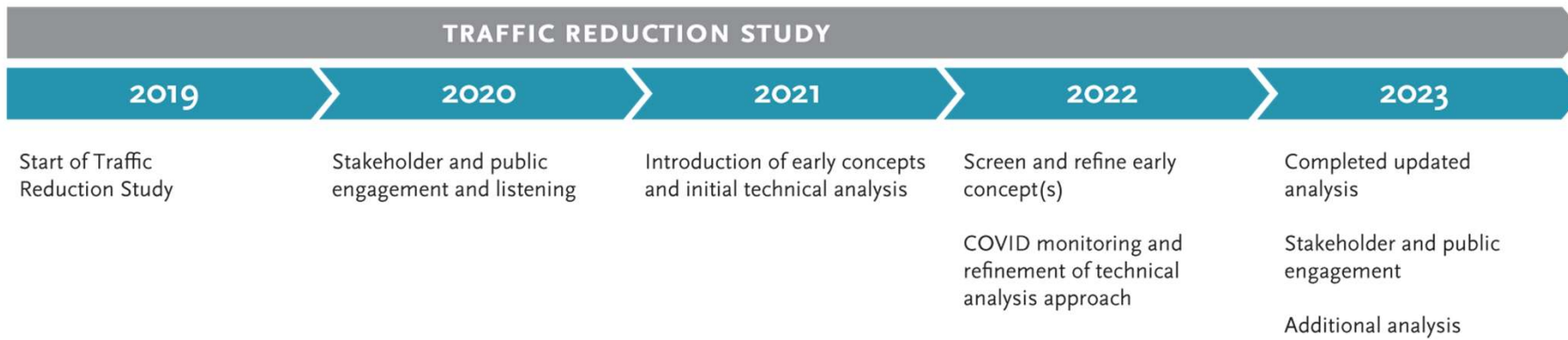
Reinvestment Options

Type of Improvement	SMM Concept Area	DTLA Concept Area	10-W Concept Area
Cleaning and safety	B line 5 min frequency	7 th /Metro Station improvements	Bus priority investments on multiple arterial roads
Operations	Sepulveda Transit Corridor Project	Pico Station improvements	E Line frequency
Free/reduced transit	G Line improvements	A + E line 5 min frequency	K Line Northern Extension
Shuttles/ Metro Micro	East San Fernando Valley Light Rail Transit Project	DTLA Streetcar	Vermont Transit Corridor
Road design	North San Fernando Valley BRT Improvements	Arts District Station	
Joint development	K Line Northern Extension	Broadway bus lanes	
Active transportation	Laurel Canyon + Sepulveda bus frequency	West Santa Ana Branch, DTLA segment	
	Connectivity to Sepulveda Bus Only Lanes	Flower St + Washington Wye enhancements	
		NextGen frequency + Bus stop improvements	

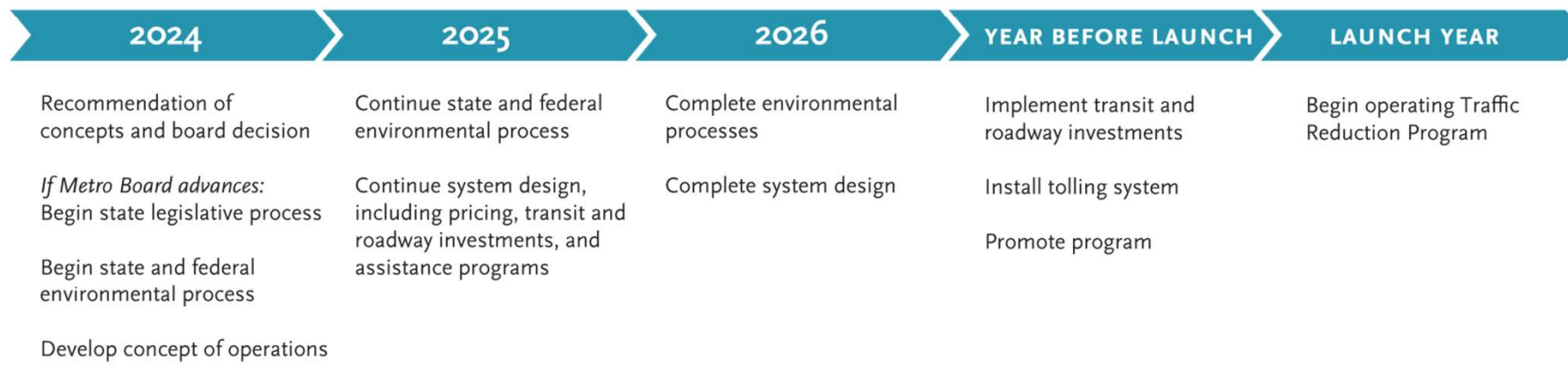
Survey Question #6

Community Reinvestment

Timeline (2019-2026 & beyond)



ONGOING PUBLIC PARTICIPATION



ONGOING PUBLIC PARTICIPATION

Slide 40

- EH0** Keep in one place at conclusion of deck
Erin Huie, 2023-09-08T19:47:22.933
- CA1** References to the Board should be capitalized in this timeline graphic.
Chica, Anthony, 2023-11-01T21:02:40.804
- EH2** To do: capitalize Board under 2024
Erin Huie, 2023-11-03T17:13:06.393

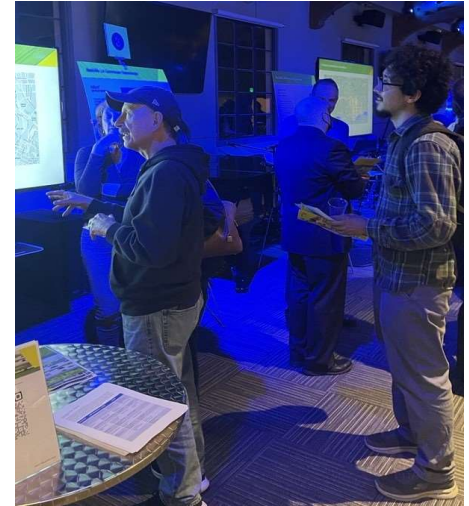
We value community input

In 2023, we've held three community meetings across LA County reaching **nearly 200 community members**. Here are key feedback themes we've heard thus far:



An emphasis on equity and importance of low-income assistance when it comes to pricing

Need for safer streets and improved public transit safety measures



Importance of public transit expansion before any program with pricing is introduced



Meaningful, transparent community reinvestment is a priority

Metro is committed to inclusive public engagement that meaningfully informs the study throughout the entire process.

Slide 42

EHO

Share this slide to intro general Q&A session

Then move to next slide for instructions on engaging in Q&A

Erin Huie, 2023-09-06T19:29:46.604

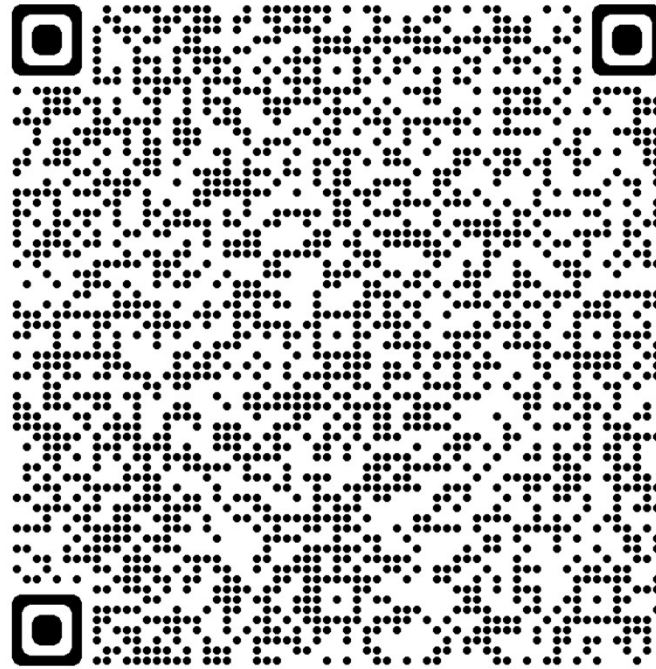
SJ1

Community relations will handle Q&A - no formal speaking roles for consultants

Stephen Jackson, 2023-10-31T23:14:46.305

We welcome your continued input

To access our comment form, please use your mobile device to scan the QR code below



LA Metro TRS Comment Form

Ways to connect with us

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THANK YOU

