

HERE TODAY

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TRANSPORTATION PLANNING**
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TRANSPORTATION PLANNING**
- 3 TRANSPORTATION PLANNING,
PROGRAMMING, AND FUNDING**
- 4 PARKING**
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PRESENTATION**

INTRODUCTION TO TRANSPORTATION PLANNING

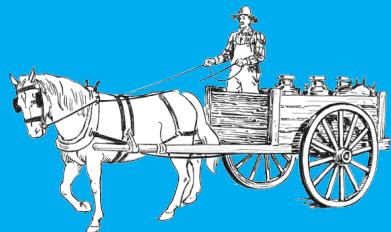


https://www.youtube.com/watch?v=_HnLhmXSpUs&list=PLMJzIkQw5VfTDGz_XZskBljpg3MFfvkdE

INTRODUCTION TO TRANSPORTATION PLANNING

The transportation system does more to shape the physical form and the daily functioning of California's communities than any other piece of public infrastructure.

INTRODUCTION TO TRANSPORTATION PLANNING



Horse-Drawn Omnibus
Dirt + mud roads
Sanitary issues
Expensive to maintain



Bicycles
Led to first paved streets
Private mode of transportation
Mostly upperclass



Federal Aid Highway Act
Thousands of miles of high speed roads
During Post WWII baby boom
Led to expansion of suburbs



1820's - 1880's

1890's

1920's

1950's

1990's



Electric Street Cars
Allowed the wealthy to live
farther from the City core

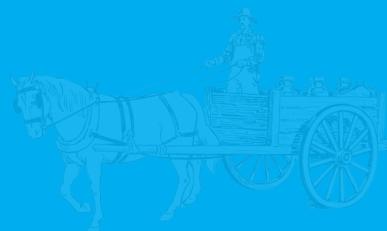


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Metro Blue Line
Oldest and second busiest
rail line in LA County

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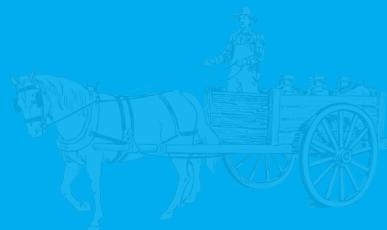


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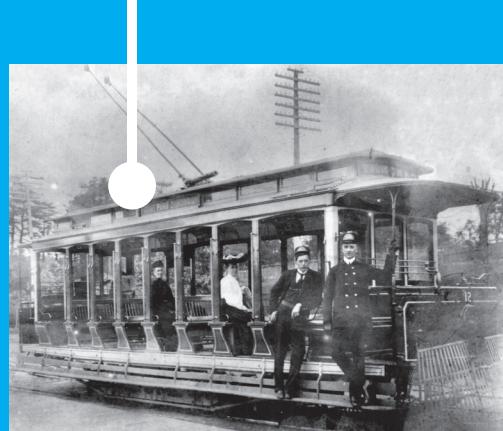
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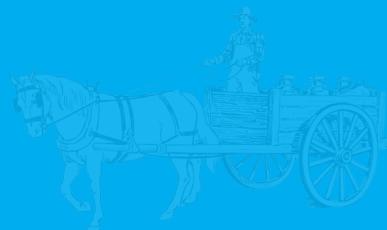


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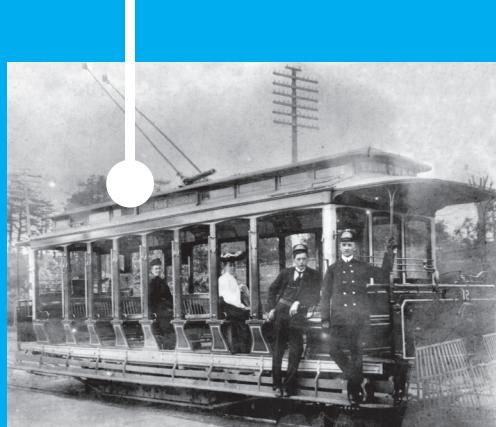
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Los Angeles Street Car Suburbs

Angelino Heights – the first suburban development outside of DTLA.

Highland Park – linked downtown Los Angeles and Pasadena; the line was repurposed in 2003 as part of Metro's Gold Line light rail.

Leimert Park – a later streetcar suburb planned by the Olmsted Brothers.

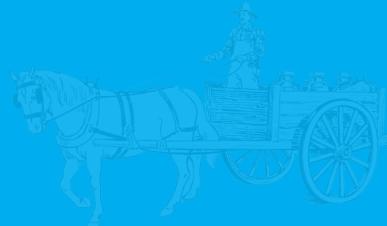
South Central – much of South Central was first developed as streetcar suburb.

West Hollywood – marketed for its proximity by streetcar to DTLA and the ocean.

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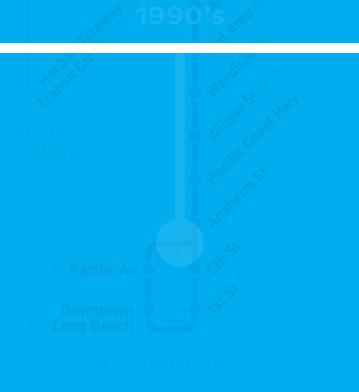
Model T

First to be built on assembly line
Desire for more paved roads
Led to Federal-Aid Road Act of 1916



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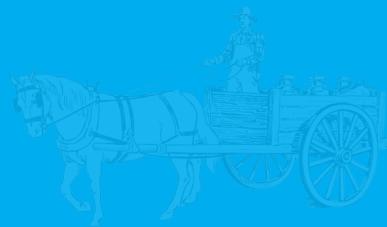
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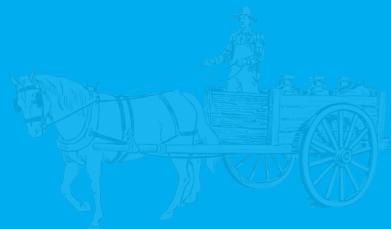


Federal Highway Act of 1921
\$75 Million for new freeways



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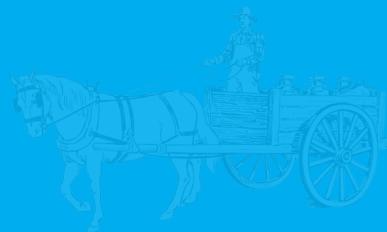


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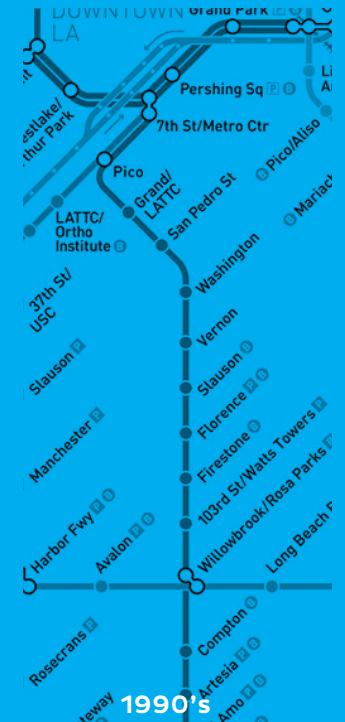
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In 1945, what was the ratio of cars to people in the United States?



INTRODUCTION TO TRANSPORTATION PLANNING

In 1945, what was the ratio of cars to people in the United States?

1 car for every 5.3 people.



INTRODUCTION TO TRANSPORTATION PLANNING

In 1992, what was the ratio of cars to people in the United States?



INTRODUCTION TO TRANSPORTATION PLANNING

In 1992, what was the ratio of cars to people in the United States?

1 car for every 1.8 people.



INTRODUCTION TO TRANSPORTATION PLANNING

What industry accounted for the largest share of greenhouse gas emissions in the US?

INTRODUCTION TO TRANSPORTATION PLANNING

What industry accounted for the largest share of greenhouse gas emissions in the US?

The transportation sector accounted for the largest share of greenhouse gas emissions (28%) in 2016.

- National Highway Traffic Administration (2017)

INTRODUCTION TO TRANSPORTATION PLANNING

How many pedestrians are killed by motor vehicles each year in the US?



INTRODUCTION TO TRANSPORTATION PLANNING

How many pedestrians are killed by motor vehicles each year in the US?

There were 5,977 pedestrians killed in car crashes

- National Highway Traffic Administration (2017)



INTRODUCTION TO TRANSPORTATION PLANNING

**How many pedestrian and bicyclist
crashes are reported?**



INTRODUCTION TO TRANSPORTATION PLANNING

**How many pedestrian and bicyclist
crashes are reported?**

**As many as 55% of pedestrian crashes and
even more bicyclist crashes are unreported
to the police.**

- National Highway Traffic Administration (2017)



INTRODUCTION TO TRANSPORTATION PLANNING

How much more likely is it that low-income families are hit by motor vehicles than affluent families while walking?

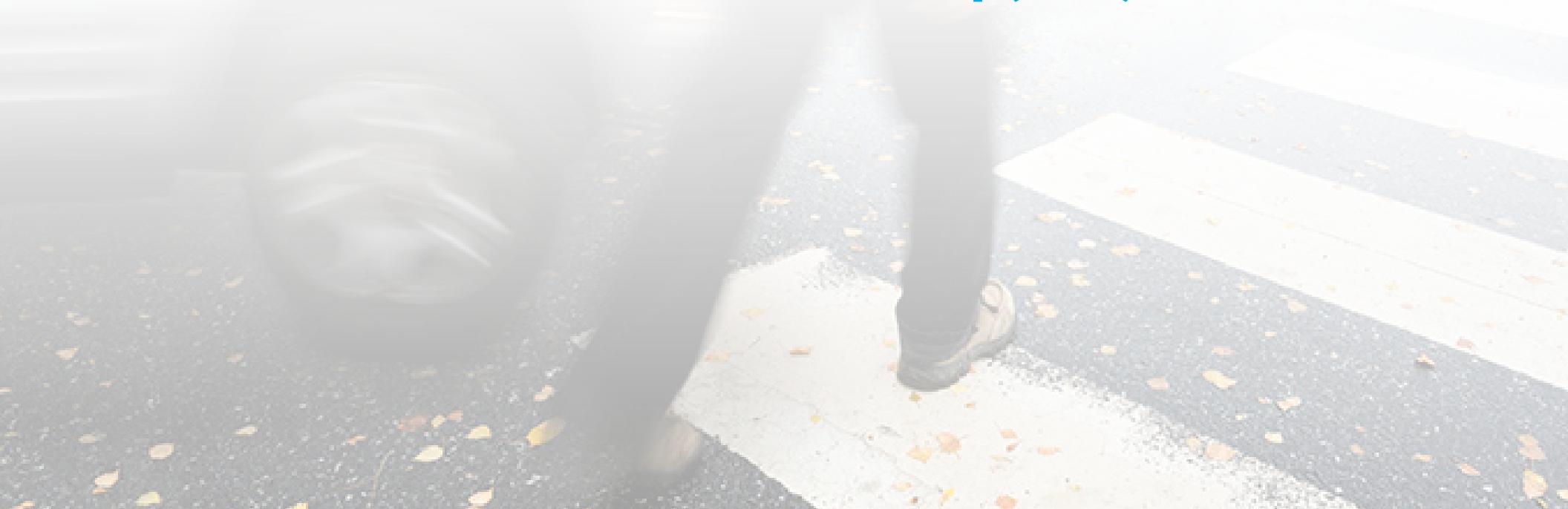


INTRODUCTION TO TRANSPORTATION PLANNING

How much more likely is it that low-income families are hit by motor vehicles than affluent families while walking?

They are twice as likely to be hit by a vehicle while walking.

- Safe Routes to School National Partnership (2015)



INTRODUCTION TO TRANSPORTATION PLANNING

Name off every mode of transportation you know!

INTRODUCTION TO TRANSPORTATION PLANNING

**Local
transportation
planning is closely
connected to land
use planning.**

**EX) Transportation/
Circulation Elements
of the General Plan**

Regional

INTRODUCTION TO TRANSPORTATION PLANNING

Local

**large scale
freeway &
road systems,
railroads, airports,
and other transit
projects transcending
community boundaries
and serve regional or
inter-city needs.**

**state & federal gvnts. have been the drivers
of regional transportation infrastructure**

Regional

INTRODUCTION TO TRANSPORTATION PLANNING

**Local
local & regional
transportation
infrastructure work
together in creating
CA's communities &
linking them together.**

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REGIONAL TRANSPORTATION PLANNING

How transportation funds are planned and funded has greatly effected modern history.

During the railroad era, the federal government subsidized the development of long-distance rail in order to stimulate economic growth in previously inaccessible locations, such as the Central Valley.

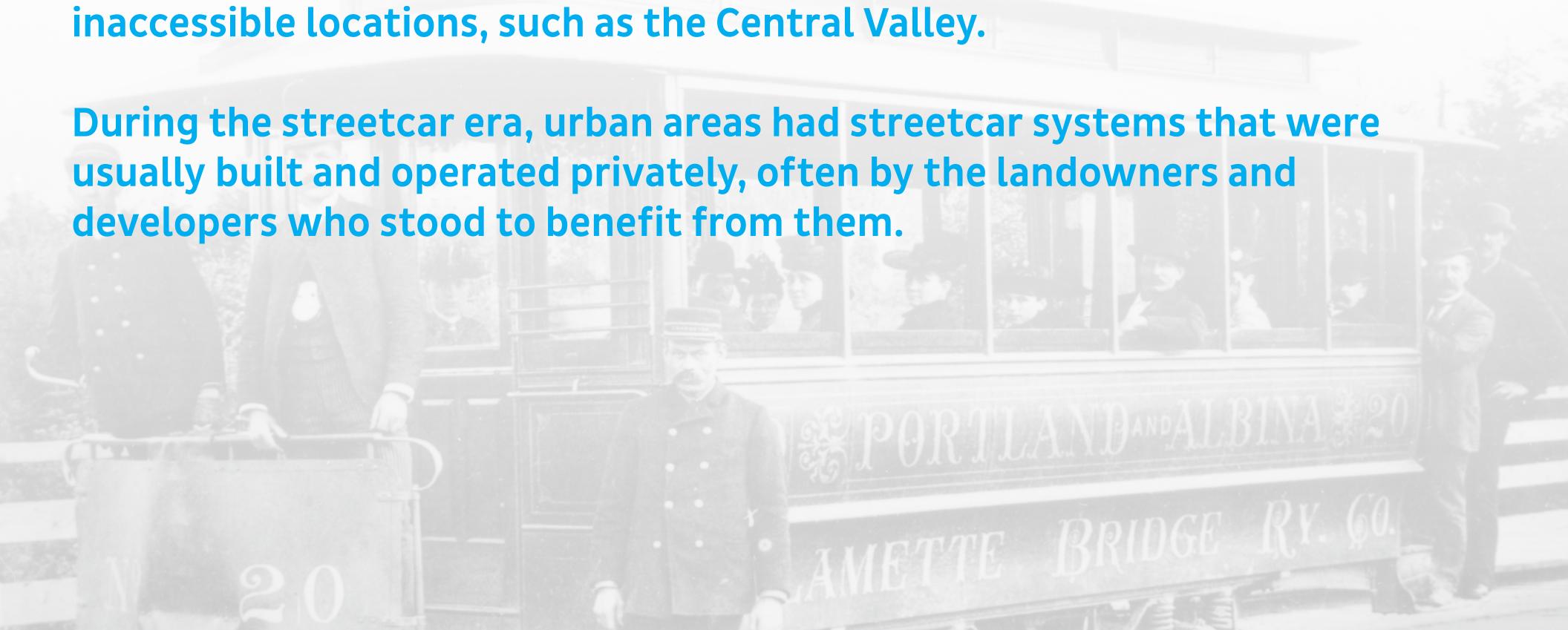


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During the automobile era, the method of financing large transportation projects changed dramatically.

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Since the 1920s, state-level roadway construction has been financed by gasoline taxes—essentially, a user fee on cars and trucks that use the roads.

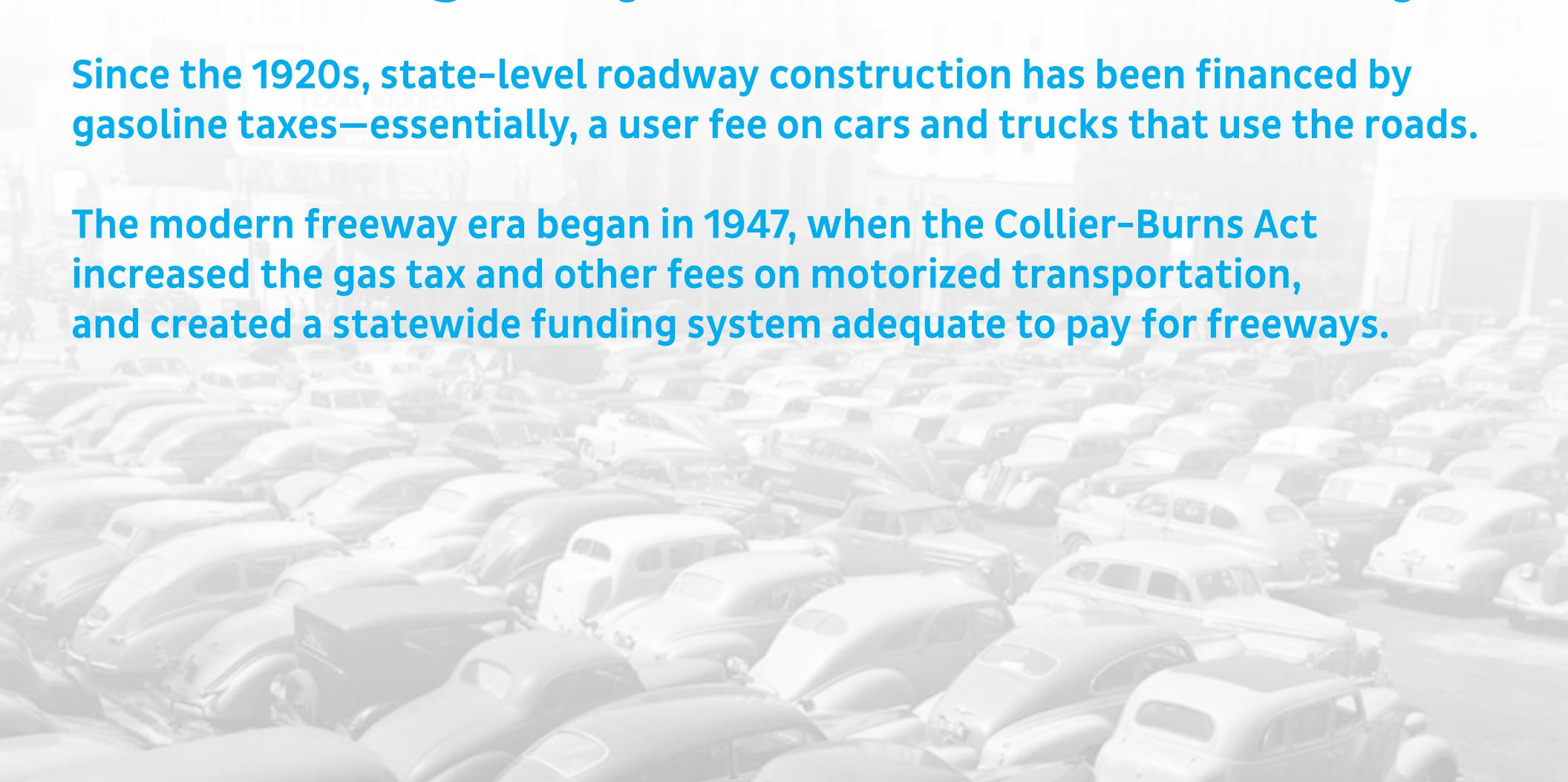
A fuel pump nozzle is shown at an angle, with several coins (quarters, dimes, nickels, and pennies) scattered in front of it. A faint background image of a road or highway is visible behind the nozzle.

REGIONAL TRANSPORTATION PLANNING

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The modern freeway era began in 1947, when the Collier-Burns Act increased the gas tax and other fees on motorized transportation, and created a statewide funding system adequate to pay for freeways.



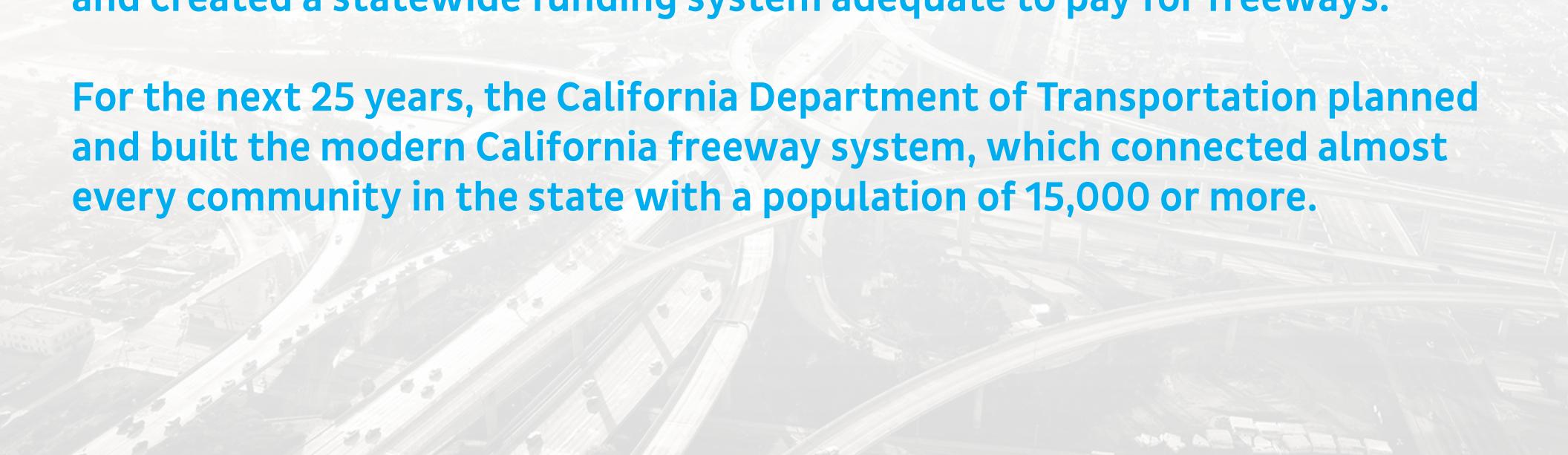
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For the next 25 years, the California Department of Transportation planned and built the modern California freeway system, which connected almost every community in the state with a population of 15,000 or more.



REGIONAL TRANSPORTATION PLANNING

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Beginning in the 1970s, the financial formula that had built the California freeway system began to fall apart.



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At the same time, environmental and social mitigation requirements, along with rising labor expenses, made planning and constructing new freeways more expensive.



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And local opposition to freeways, which had started in San Francisco during the late 1950s, spread to urban areas around the state.

PLANNING, PROGRAMMING, AND FUNDING

Evolution of Federal Transportation Policy:

Capacity

Freeway construction to expand capacity and improve transportation system

Mobility

Emphasis on moving people through public transit and alternative transportation systems

Access

Transportation and land use pattern should work together so that people have access to goods and services needed daily

PLANNING, PROGRAMMING, AND FUNDING

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Federal Aid Grade Act (1916)

State built intercity highways (cities to cities)

PLANNING, PROGRAMMING, AND FUNDING

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Federal Aid Highway Act (1956)

Billions \$\$ for new highway system; linked 90% of cities

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Federal Aid Highway Act (1956)

Title 1: uniform design standards to facilitate flow of traffic.

Title 2: Highway trust funds set up, with tax on cars & fuel.

This money used to fund highways

PLANNING, PROGRAMMING, AND FUNDING

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Federal Aid Highway Act (1956)

Critiques: No federal consideration on urban planning; planners concerned that local needs not met; etc: public transit

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Intermodal Surface Transportation Efficiency Act of 1991

1st Federal legislation after capacity era

Used federal funding with local planning and recognition of MPO's for intermodal (multiple types of) transportation

PLANNING, PROGRAMMING, AND FUNDING

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Intermodal Surface Transportation Efficiency Act of 1991
Must be in conformance with Clean Air Act
...which links transportation to air quality & land use

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Intermodal Surface Transportation Efficiency Act of 1991

More power at regional & metropolitan level

...such as Metropolitan Planning Organizations (MPOs) like SCAG

PLANNING, PROGRAMMING, AND FUNDING

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Intermodal Surface Transportation Efficiency Act of 1991

Finances

Private transit: Paid for personally

Public transit: Paid by taxes & fees (\$\$ comes from the Federal sector)

PLANNING, PROGRAMMING, AND FUNDING

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Coordination of land use planning and transportation planning at the regional and local level.

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Regional efforts are mainly supported by CalTrans, who plans highways, from federal funding.

PLANNING, PROGRAMMING, AND FUNDING

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Local efforts mainly focus on mitigation of traffic, funding by gas taxes, focus on alternative transit (not always automobiles).

PLANNING, PROGRAMMING, AND FUNDING

3

Parts of Evolution of Federal Transportation Policy:

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PLANNING, PROGRAMMING, AND FUNDING

3 Parts of Transportation Policy

1. Transportation Planning

Long-range planning efforts designed to identify & coordinate transportation requirements over a 20- to 30-year period.

2. Transportation Programming

The creation of short-term (usually 5 to 7 years), financially feasible plans that identify specific transportation projects and their funding sources.

3. Transportation Funding

The allocation of public resources to specific transportation programs and projects.

PLANNING, PROGRAMMING, AND FUNDING

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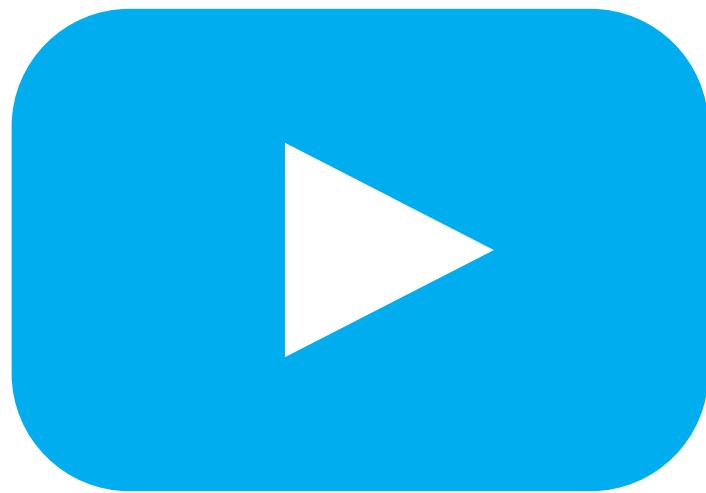
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PARKING



https://youtu.be/Akm7ik-H_7U

FIRST & LAST QUESTION

WORTH 0.5%
OF TOTAL GRADE

**ON THE OTHER SIDE OF YOUR PIECE OF
PAPER, WRITE YOUR RESPONSE AND
LEAVE IT UP FRONT.**

**WRITE A SHORT (2-4 SENTENCES) REFLECTION ON WHAT YOU
LEARNED FROM EITHER OF OUR GUEST PRESENTERS, BRETT
THOMAS & STEVE GERHARDT?**

ASSIGNMENTS

1

**STUDY FOR FINAL EXAM
NEXT WEEK THURSDAY FROM 6-8 PM**