

# CITY OF LOS ANGELES

CALIFORNIA

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Transportation Engineering and Planning Consultant Firms,

**Subject: LADOT Transportation Assessment Guidelines Update**

The Los Angeles Department of Transportation (LADOT) announces a new set of updates to the Transportation Assessment Guidelines (TAG), last updated July 2020. These updates include policy and process changes related to freeway safety analysis, traffic signal warrant analysis, and estimating existing use trip credits.

1. Freeway Safety Analysis

On December 18, 2020, Caltrans released the "[Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance](#)" to provide instructions to lead agencies and consultants conducting transportation safety reviews for proposed land use projects affecting the State Highway System. This interim guidance will be replaced by the Caltrans "Safety Analysis Guide" that is expected to be developed and released in 2022.

The Caltrans interim guidance includes off-ramp queuing analysis requirements that closely match the LADOT "Interim Guidance for Freeway Safety Analysis" that was released on May 1, 2020. Since the two guidelines for off-ramp safety analysis are so closely aligned, the LADOT interim guidance remains in effect until Caltrans releases their "Safety Analysis Guide." While following the LADOT interim guidance should satisfy Caltrans analysis requirements, it is still recommended that applicants check-in with Caltrans Intergovernmental Relations (IGR) staff to ensure that transportation assessments appropriately evaluate project safety impacts on the State Highway System.

2. Traffic Signal Warrants

The LADOT "Traffic Signal Warrants Worksheet" has been updated and is attached for reference. The worksheets are revised to reflect updated guidance from the Manual of Uniform Traffic Control Devices (MUTCD). Please use these new worksheets when conducting a traffic signal warrant analysis. If you have any questions on the updated worksheets, please contact the appropriate [LADOT District Office](#).

3. Existing Use Trip Credits

When applicable, the TAG allows projects to claim trip credits for an existing or terminated land use that was active for at least six consecutive months during the past two years from the time of the

base year vehicle trip counts (TAG Section 3.3.4). However, due to the COVID-19 pandemic and “Safer at Home” order, LADOT understands the difficulty for some projects to satisfy this requirement with so many businesses temporarily or permanently shutting down during many months of the pandemic.

Therefore, until further notice, LADOT will temporarily allow project applicants to apply for existing use trip credits for an existing or terminated use that was active for at least six consecutive months during the two years that preceded March 2020 (i.e., the start of the Safer at Home order). This is consistent with LADOT’s policy to temporarily allow the use of traffic data collected more than two years ago (see the [April 17, 2020 announcement](#)). Any requests for existing use trip credits require the submission of appropriate supporting documentation, such as copies of building permits, certificate of occupancy, business license, lease agreements, utility bills, etc. LADOT will not approve the request for trip credits without the appropriate substantiating documentation.

If you have any questions that are specific to a study that you are currently processing, please contact the appropriate LADOT staff assigned to that study. All other inquiries can be directed to [ladot.vmt@lacity.org](mailto:ladot.vmt@lacity.org), David Somers at [david.somers@lacity.org](mailto:david.somers@lacity.org), or me at [tomas.carranza@lacity.org](mailto:tomas.carranza@lacity.org). Please note there will be a forthcoming update to the Transportation Assessment Guidelines in the near future.

Sincerely,



Tomas Carranza (Aug 24, 2021 08:17 PDT)

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