Getting from NIMBY to YIMBY: Santa Monica’s Radical General Plan

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Problem: Traffic Congestion.

Solutions:

• Decide where to put congestion
• Provide better choices for Santa Monica residents and employees
• No Net New Trips policy
• Work with regional agencies for systemic solutions

Paradise Lost?
Santa Monica’s Land Use and Circulation Element: the LUCE
THE PROCESS

2004 2005 2006 2007 2008 2009 2010 2011

- Community Outreach Began
- Emerging Themes Report
- Council Directs Goals to be formulated
- Council Adopts Goals
- Opportunities & Challenges Report
- Building Block Approach
- Creating the Plan from the Bottom Up
- Review w/ City Commissions & Boards
- Council Supports LUCE Strategic Framework Direction
- Create Transportation Model
- 12 Community Workshops
- Council Adopts
- 18 Commission & Council Hearings
- EIR Scoping Meeting

Emerging Themes Report
Council Adopts Goals
Building Block Approach
Creating the Plan from the Bottom Up
What did citizens tell us?

• Problem: Traffic Congestion.
• Solutions:
  • Decide where to put congestion
  • Provide better choices for Santa Monica residents and employees
  • No Net New Trips policy
  • Work with regional agencies for systemic solutions
What did citizens tell us?

• Problem: Parking is hard to find.
• Solutions:
  • Better management of existing supply
  • Sharing
  • Pricing
  • Add supply where needed
What did citizens tell us?

- Problem: How do we know all this will work?
- Solutions:
  - New Transportation Demand Management Ordinance
  - New Transportation Impact Fee
  - More discretionary review
  - Better travel demand model
  - More ongoing performance measurement
  - Most importantly: The EIR requires us to.
How does it work?

• Starts with right land uses in right places
• Improves conditions for walking, biking and transit
• Forces new development to do more to reduce trips
• Charges development to offset remaining trips by reducing existing trips
• Collects ongoing performance data and reports back to council and citizens.
Rethinking our Streets

Street Network
City of Santa Monica
Land Use and Circulation Element

- Boulevard: National transportation corridors with continuous mixed use and commercial land uses. Provides access for all modes of transportation. Designed to discourage regional auto traffic in order to maintain regional traffic on parallel streets.
- Special Streets: Design and environmental issues requiring special consideration, such as the First Street Promenade.
- Commercial, Downtown: Provides access for retail establishments and supporting services.
- Commercial, Neighborhood: Provides access for all transportation and supporting neighborhood uses.
- Avenue, Major: Serves as a regional arterial and provides access for all modes of transportation. Designed to discourage regional auto traffic from using surrounding minor business.
- Avenue, Secondary: Provides access and supports local and regional traffic, serving regional service links by providing significant encroachments at Boulevards and Major Freeways.
- Avenue, Minor: Serves minor arterials and service links.
- Avenue, Industrial: Minor street serving industrial area.

Neighborhood Streets
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Shared Street
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Parkway
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Pathways
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Bikeway - Lane/Patt/Bicycle Boulevard
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Transit Investment
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Highway
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Alley
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Light Rail Stop
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Major Bus Stop
- Provides access primarily to utilities. Auto travel steady enough to stay for people in transit.

Updated 03.30.2009
10 minute walk to Neighborhood Shopping
Bicycling

10 minute bike ride to 3rd/Santa Monica Blvd.
Transit every 10 minutes or better

10 minute walk to frequent transit
Demand Mgmt
What about Jobs/Housing Balance?
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Santa Monica  Cheviot Hills  Crestview  Midcity  Jefferson Park  West Adams

Santa Monica  Palms  Baldwin Hills  Crenshaw  Leimert Park  Coliseum

Jobs within half mile of Expo

Housing within half mile of Expo
Where are PM peak trips going?

- 40% are commute
- About same share are errands, visiting, etc.
Different programs target different trips?

- 40% are commute
- About same share are errands, visiting, etc.
Less than 10% mode shift required citywide to accomplish NNNT goal.

No Net New Trips

Existing PM trips = 60,100

1984 Plan in 2030 = 8% increase

LUCE in 2030 = 1% decrease.

Existing PM trips = 60,100
Parking policies
- More parking cashout
- Public parking pricing

Transportation System Improvements
- Bikes
- Pedestrians
- Transit

Transportation Demand Management
- Subsidized transit passes
- Car sharing
- Bike sharing

Mode Shift Policies
- Safe routes to schools
- Carpooling
- Telecommuting
- Transportation Management Associations
Location: 4 Ds

Residential parking
Commercial parking management
Transit pass program
Safe routes to schools
Transit improvements
Bike improvements
Pedestrian improvements
Carpooling/Telecommuting
Parking cashout
Transportation Management Assns

Up to 17% commute trip reduction in TDM zones.

Up to 5% non-commute trip reduction
Validated using existing employer data

Figure X  Percent of Employees Who Drove from Work During PM Peak Hours
Results – Corridor Travel Time in 1984 Plan

Increases in both directions on all corridors
Results – Corridor Travel Time in LUCE

Decreases or no increase on 10 corridors in at least one direction during AM and/or PM peak.
Traffic is often a proxy for other issues
Focus on making a better place, not just slowing the pace by which it gets worse
Rather than limiting development to limit traffic, limit traffic directly.
Locate congestion where it does least harm.
The best transportation plan is a good land use plan.
Invest in real public involvement.
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For More Information

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