

Transportation Demand Management (TDM) Guidelines

The intent of the TDM guidelines is to provide options for the City and to encourage the use of creative ways to mitigate the traffic impact of new development projects. The city staff will review these guidelines with the project applicant and determine if a combination of acceptable options/measures will reduce the net number of trips that the project is anticipated to generate on the City's circulation network to a non-significant level. For projects that would create between 0.5 second and 1.0 second of delay to any of the impacted study intersections (with unmitigated significant traffic impacts) an exemption from the EIR review process may be granted if the project applicant is able to develop and implement acceptable TDM measures satisfactory to the City's Transportation Division. The following is a list of recommended Transportation Demand Management Measures and their associated trip credit.

<u>Transportation Demand Management Measure</u>	<u>Number of Trips Credited</u>	<u>Rationale</u>
Bicycle Lockers And Racks	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained.	Experience has shown that bicycle commuters will average using this mode one-third of the time, especially during warmer summer months.
Showers and changing rooms.	Two peak hour trips will be credited for each new combination shower and changing room installed.	Two bicyclists can sequentially use one shower/changing room during the peak commute time.
Operation of a dedicated shuttle service during the peak period to rail station or urban residential area.	One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place.	Yields a one-to-one ratio (one seat in a shuttle equals one auto trip reduced); utilization increases when a guaranteed ride home program is also made available.
Charging employees for parking.	One peak hour trip will be credited for each parking spot charged out at <u>\$35 per month</u> for one year.	Yields a one-to-one ratio (one parking spot charged out equals one auto trip reduced).

Subsidizing transit tickets for employees.	One peak hour trip will be credited for each <u>transit pass that is provided to the employees.</u>	Yields a one-to-one ratio (one transit pass equals one auto trip reduced).
Creation of preferential parking for carpoolers.	Two peak hour trips will be credited for each parking spot reserved.	Yields a two-to-one ratio (one reserved parking spot equals a minimum of two auto trips reduced).
Creation of preferential parking for vanpoolers.	Seven peak hour trips will be credited for each parking spot reserved.	Yields a seven-to-one ratio (one reserved parking spot equals a minimum of seven auto trips reduced).
Implementation of a vanpool program.	Seven peak hour trips will be credited for each vanpool arranged by a specific program operated at the site of the development. Increases to ten if a Guaranteed Ride Home Program is also in place.	The average van capacity is seven.
Operation of a commute assistance center, offering on site, one stop shopping for transit and commute alternatives information, preferably staffed with a live person to assist building tenants with trip planning.	One peak hour trip will be credited for each feature added to the information center; and an additional one peak hour trip will be credited for each hour the center is staffed with a live person, up to 20 trips per each 200 tenants. Possible features may include:	This is based on staff's best estimate. Short of there being major discouragements to driving, having an on site TDM program offering commute assistance is fundamental to an effective TDM program.
	<ul style="list-style-type: none"> * Transit information brochure rack * Computer kiosk connected to Internet * Telephone (with commute and transit information numbers) * Desk and chairs (for personalized trip planning) 	

- * On-Site transit ticket sales
- * Implementation of flexible work hour schedules that allow transit riders to be 15-30 minutes late or early (due to problems with transit or vanpool).

Transportation allowance program for bicyclists, walkers and carpoolers

One peak hour trip will be **credited** for every employee that is offered a monthly transportation allowance for using an alternative mode of transportation

Yields a one-to-one ratio (one auto trip reduced)

Implementation of a parking cash out program.

One peak hour trip will be **credited** for each parking spot where the employee is offered a cash payment in return for not using parking at the employment site.

Yields a one-to-one ratio (one cashed out parking spot equals one auto trip reduced).

The developer can provide a cash legacy after the development is completed and designate an entity to implement any of the previous measures before day one of occupancy.

Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.

Credits accrue depending on what the funds are used for.

Installation of highband width connections in employees homes to the internet to facilitate home telecommuting.

One peak hour trip will be **credited** for **each connection** installed.

Yields a one-to-one ratio

Implementation of a compressed work week program.

One peak hour trip will be **credited** for **every 5 employees** that are offered the opportunity to work four compressed days per week.

The work week will be compressed into 4 days; therefore the individual will not be commuting on the 5th day.

Implementation of flexible work hours.

One peak hour trip will be credited for every employee that is offered the opportunity to work flexible hours.

The work hours will be flexible; therefore the individual will not have to be commuting during peak hours.

Join the Alliance's guaranteed ride home program.

One peak hour trip will be **credited** for **every 2** slots **purchased** in the program.

Experience has shown that when a Guaranteed Ride Home Program is added to an over-all TDM program, the average ridership increases by about 50%

Combine any two of these elements and receive an additional credit for five peak hour trips.

Five peak hour trips will be **credited**.

Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall program.

Encourage shared parking.

Five peak hour trips will be **credited** for an agreement with an existing development (non-residential) to share existing parking.

Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).

Participate in/create/sponsor a Transportation Management Association.

Five peak hour trips will be **credited**.

Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).

Design streets/roads that encourage pedestrian and bicycle access and discourage automobile access.

Five trips will be **credited** for each design element.

This is based on staff's best estimate.

Locate residential development within one-fourth mile of a fixed rail passenger station.

25% of trips from a residential development within one-fourth mile of a fixed rail passenger station will be considered **credited** due to the location of the development.

This is based on staff's best estimate.

Provision of child care services as a part of the development

One trip will be **credited** for every child care slot at the job site.

This is based on staff's best estimate.

Other category for unique, creative TDM measure that staff determines would have potential to reduce peak hour trips.

To Be Determined.