



TRAVEL DEMAND MANAGEMENT AMENDMENTS AND SUPPLEMENTAL GUIDE

CNPC meeting #4



WHAT IS TRAVEL/TRANSPORTATION DEMAND MANAGEMENT

The term transportation demand management (TDM) can be broad and applied very specifically to different audiences, and as such, is not universally defined. For instance, an employer may refer to TDM as a **Commute Benefits Program**, whereas a developer may refer to TDM as the **infrastructural elements** of their site design. **However, at its core, TDM is focused on moving people and includes policies and programs that facilitate the reduction and redistribution of travel demand.**

SUPPORTS THE IMPLEMENTATION OF THE TRAVEL DEMAND MANAGEMENT PLAN (TDMP) GUIDE

- Ordinance creates the **legal basis** for using the guide to implement the TDMP program.
- The guide explains the process for creating a viable TDMP in more **practical terms**.

Program Elements	City Code	Program Standards Guidebook	Strategy Profiles Book
TDM Findings	Identifies the local legal and planning precedents that set the stage for this TDM law.	Describes the purpose of the TDM program in practical terms.	
TDM Definitions	Sets legal definition of TDM program terms and refers to existing clauses in the municipal code defining terms already described in the code.	Defines TDM terms and provides references to the code where terms are defined by law.	
TDM Requirements	Defines the land use attributes that trigger, by law, the TDM requirements for a land parcel.	Describes in practical terms, graphics, and examples, how TDM requirements, targets, and strategies apply to high-level land use groups. References City Code for land use attributes that trigger, by law, the TDM requirements for a land parcel.	
Applicability of TDM Requirements			
TDM Program Standards	Describes the legally mandated elements of the TDM Program Standards document, including providing a menu of TDM strategies and a points system for measuring their relative effectiveness. This section also defines VMT reduction as a primary goal of TDM, and states that the standards should be updated periodically to maintain up-to-date best practice.		
TDM Menu of Strategies			1-Page menu of TDM strategies, listed with associated point values, and organized by category.
TDM Program Updates		Describes in practical terms, the process for updating the TDM Menu of Strategies, points associated with strategies, and how city planning staff will update stakeholders as the practice of TDM evolves over time.	
TDM Process	Defines the legally mandated elements of TDM planning process and the roles of parties involved, and specifies that a fee will be assessed to property owners for TDM program administration.	Outlines the TDM planning, monitoring, and reporting process, and the roles of the parties involved. SF Shift includes 1-page tables and 1-page graphics that summarize steps at a high-level, for simplified understanding by property owners and monitoring staff.	
TDM Monitoring, Reporting, and Compliance	Defines the legally mandated elements of TDM monitoring, reporting, and compliance process and the roles of parties involved.		
Detailed TDM Strategy Profiles			TDM strategy profile sheets describing for property owners: strategy definition, applicability by land use, points by level of action, compliance process info, and references to relevant municipal codes.

KEY REASONS WHY THE ORDINANCE IS BEING AMENDED AND A SUPPLEMENTAL GUIDE IS BEING PROPOSED

- Current process is complicated.
- **No clear goal** for what constitutes a viable TDMP.
- Current process likely needs a planner or traffic engineer to produce a viable plan, which adds additional costs and time to every project.
- TDM can help Saint Paul reach our **trip reduction goals**: *Policy T-21 of the 2040 Comprehensive Plan calls for reducing vehicle miles traveled (VMT) by 40% by 2040.*

OVERVIEW OF DRAFT AMENDMENTS

- Supports the implementation of the travel demand management plan (TDMP) guide.
- **Simplifies language**
- Proposes a new threshold for requiring a TDMP
- Requires a TDMP coordinator to be designated for every plan
- Removes traffic study requirements



SIMPLIFIES THE LANGUAGE

(a) *Purpose.* The Travel Demand Management (TDM) provisions of this section are intended to **reduce single occupancy vehicle trips** and implement comprehensive plan policies calling for balance and choice in transportation options. ~~coordination between transportation options and land use; maximizing the use of alternative travel modes such as ridesharing, public transit, bicycling, and walking; and offering other choices such as staggered work hours, preferential parking, and telecommuting; in order to reduce motor vehicle travel. and thus traffic congestion in the city, enhance the efficiency of transportation facilities and infrastructure, improve air quality, conserve energy and enhance productivity.~~



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PROPOSES A NEW THRESHOLD

New Threshold:

(b) Applicability. A TDM Plan (TDMP) shall be required for development proposals that meet or exceed the following thresholds:

New or phased construction greater than or equal to **20,000 GFA of a non-residential use**; or

25 or more new dwelling units.

Old Threshold:

~~Applicability. This section applies to any development or redevelopment, including phased construction, providing one hundred (100) or more accessory off-street parking spaces, and to any change resulting in a parking increase of twenty-five (25) percent or fifty (50) accessory off-street parking spaces, whichever is less, and providing one hundred (100) or more parking spaces. TDM plans may be done for other development, but are not required by this section.~~

NEW THRESHOLD KEY POINTS

- Changes the threshold from the number of parking spaces to the size of buildings or units.
 - More common mechanism for setting a TDMP threshold
 - **Allows parking amount to be considered with TDMP's (incentives lower parking ratio's).**
 - **17 TDMPs** were required under the old threshold in the last two years and **20 TDMPs** would have been required under the new threshold proposed by staff.

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**REQUIRES A
TDMP
COORDINATOR
TO BE
DESIGNATED
FOR EVERY
PLAN**

A Travel Demand Management Plan (TDMP) Coordinator shall be designated by the developer or property owner. Their contact information must be submitted to the zoning administrator with the TDMP. The developer or property owner shall submit updated contact information to the zoning administrator if the TDMP Coordinator or their contact information changes.



TDMP COORDINATOR KEY POINTS

TDMP's require on-going monitoring

Designated a point of contact makes administration and enforcement easier

E.g., Farmers markets, outdoor commercial uses

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SUPPORTS THE IMPLEMENTATION OF THE TRAVEL DEMAND MANAGEMENT PLAN (TDMP) GUIDE.

A description of the proposed TDM measures/strategies specific to the land use category outlined in the travel demand management program guide. The sum of the points assigned to each TDM measure/strategy shall equal the points requirement assigned for each land use category included in the proposal. The point requirement as defined in the adopted the TDM Program Standards Guide, may be met with a combination of TDM measures/strategies sufficient to meet the points requirement for the subject development proposal.

Menu of TDM Strategies and Associated Points

Category	Strategy	Land Use Group				Recommended Points
		Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses	
Land Uses and Physical Amenities						
Physical-1	Streetscape Improvements That Improve Walking Conditions: Site Access	X	X	X		1 •
Physical-2	Streetscape Improvements That Improve Walking Conditions: Traffic Calming	X	X	X		1 •
Physical-3	New, City-Approved Bicycle Path	X	X	X		1 •
Physical-4	Bicycle Parking	X	X	X	X	1-4 ••••
Physical-5	Bicycle Repair Station	X	X	X		1 •
Physical-6	Showers, Changing Facilities, and Lockers		X		X	1 •
Physical-7	Active Transportation Focused Wayfinding Signage	X	X	X	X	1 •
Physical-8	Car-Share Parking	X	X	X	X	1-4 ••••
Physical-9	Real-Time Transit/Transportation-Service Tracking Display	X	X	X	X	1 •
Physical-10	Provide Bike Fleet, Bike Share	X	X	X		1 •
Physical-11	Delivery-Supportive Amenities	X	X	X		1 •
Physical-12	Affordable Housing	X				1-4 ••••
Physical-13	On-Site Daycare	X	X	X		2 ••
Physical-14	Transit Improvements	X	X	X		1 •

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REMOVES TRAFFIC STUDY REQUIREMENTS

- ~~a. A description of the methodology used to create the TDM plan, including but not limited to forecasts of overall and peak period employment, customers, residents, trips generated, mode splits, parking demand and supply, and transit demand and supply;~~
- ~~b. A description of the TDM plan objectives and quantifiable goals, including peak hour vehicle trip reduction goals;~~
- ~~c. A description of TDM strategies and implementation actions, such as but not limited to: employer subsidized transit passes; on-site transit facilities; preferential parking for ride sharing, share car, and alternative fuel vehicles; on-site bicycle and pedestrian facilities; and telecommuting and flex scheduling opportunities~~
- ~~d. A description of TDM evaluation measurements, processes, and benchmarks that will be used to determine the effectiveness of the TDM strategies used and progress towards achieving the TDM plan's goals;~~

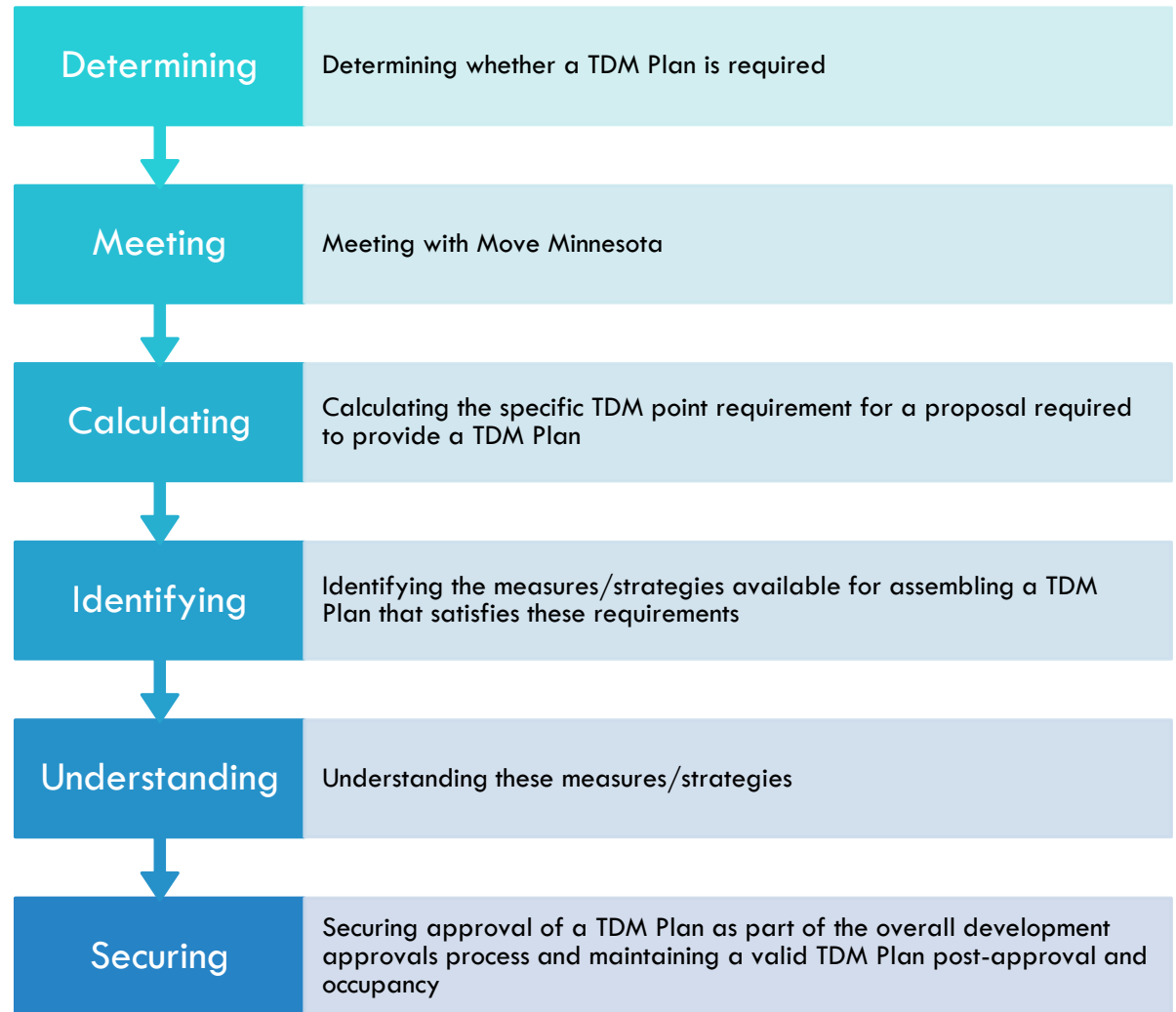
- These provisions are the **most onerous part** of the current ordinance and likely requires the professional expertise of a **planner or traffic engineer**.
- **Replaced by the guide** and the **new methodology**.
- Standardization eases implementation, both for submitting a viable TDMP and Following-up on TDMP (also limits creativity).

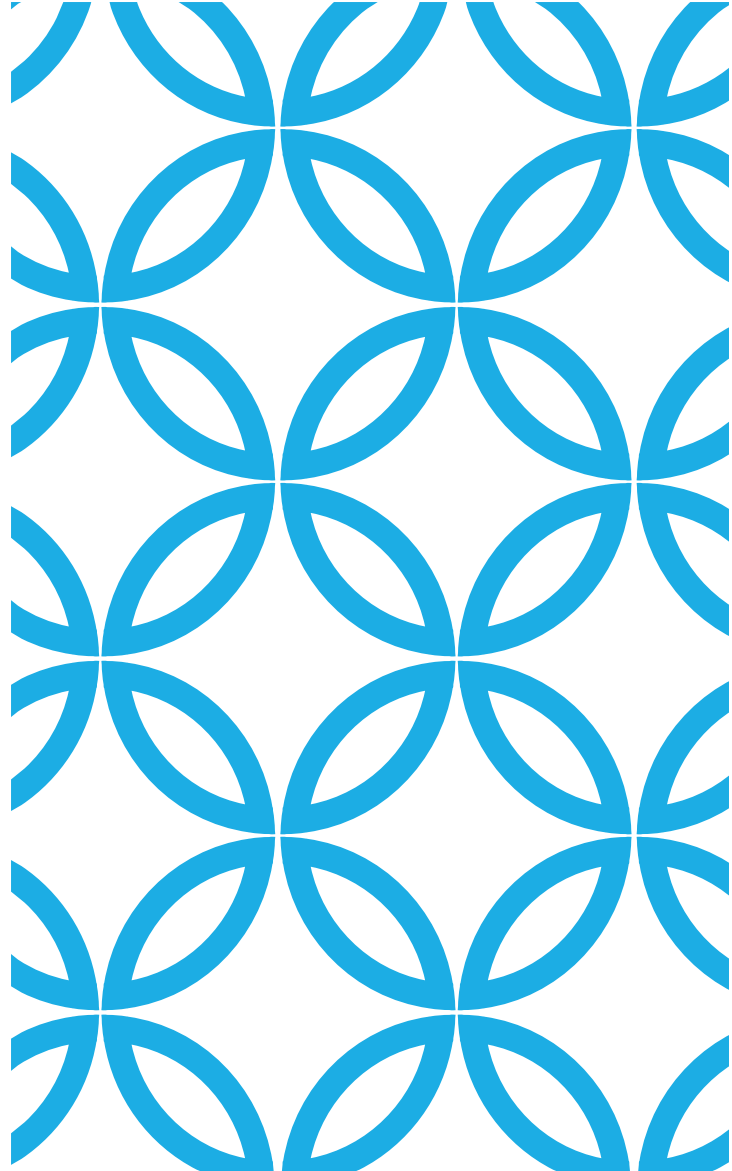
KEY POINTS

KEY THINGS TO THINK ABOUT AS WE MOVE FORWARD

- **Unbundling** (The three sample TDMP's that we evaluated all selected unbundling as a strategy).
- **Maximums** (there is an incentive in the TDMP guide to lower parking ratios, and a distinctive for proposing higher parking ratios, **which considers geographic context**)
- **Incentive for affordable housing (points).**

UNDERSTANDING THE GUIDE (STEPS).





THANK YOU!!!

<http://sftdmtool.org/>