

TDM Planning and Implementation



TDM in the Comprehensive Plan

- Simple policy language about the state Commute Trip Reduction program
- Policies requiring new developments to do TDM mitigation



Implementing TDM

- State Commute Trip Reduction program
- TDM requirements for new development



TDM Requirements for New Development

- New development within a UGA – must remove 5% of peak pm trips
- New development within the Urban Center zoning – must remove 10% peak pm trips
- New development adding 3+ trips to a Multimodal designated arterials – must remove 10% peak pm trips
- New development adding 3+ trips to Ultimate Capacity designated arterials – must remove 5% peak pm trips

- Can combine to add up to require removal of 20% peak pm trips



TDM Requirements for New Development

- Mitigation may reduce impact fees/concurrency requirements
- Development can meet the requirements through a mix of onsite design features, offsite TDM measures, payments, and/or a voluntary trip reduction program



Examples of Onsite Design Features

5% reduction if they meet all the requirements, such as:

- Additional “safe and convenient” pedestrian facility improvements (above and beyond minimum requirements)
 - Additional pedestrian access/circulation to schools, transit, shopping centers, etc.
 - Pedestrian scale lighting and pedestrian weather protection shelters
 - Preferential parking for carpools/vanpools
 - Bike parking
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- Must submit a TDM plan



Examples of Offsite TDM Measures

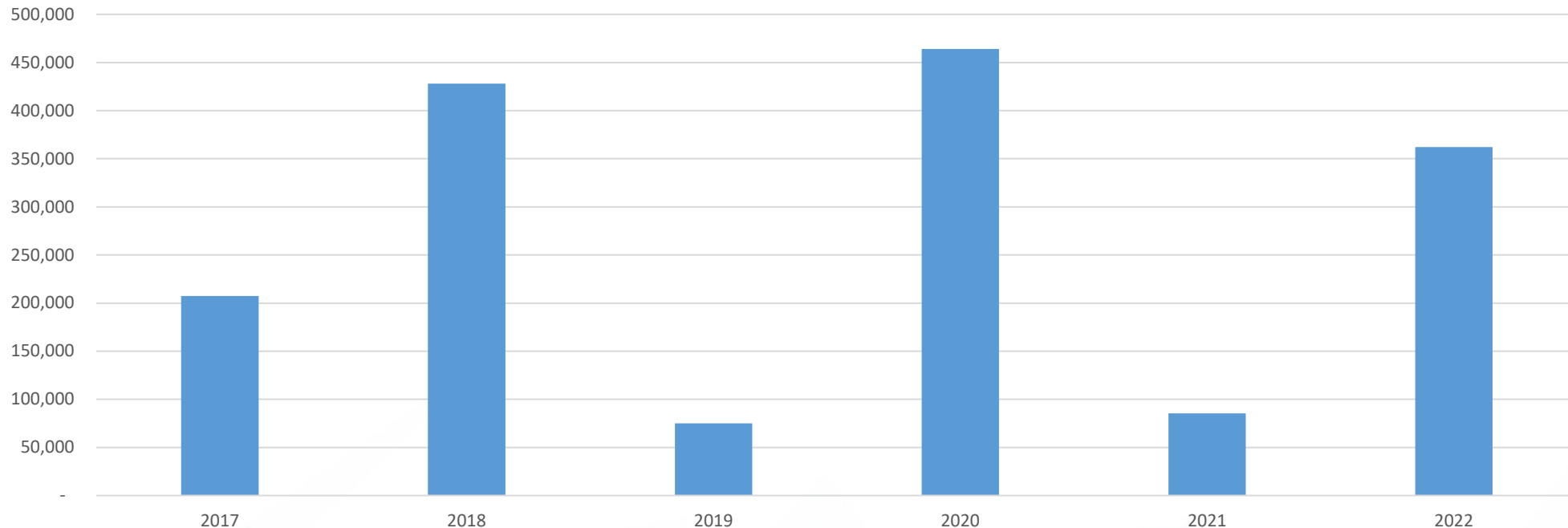
- New/expansion of P&R lots
- HOV facilities, such as HOV lanes, bus pullouts, bus shelters, queue bypasses
- Purchase HOV vehicles (vans/buses) for transit agencies
- Offsite pedestrian facility improvements



Other Options

TDM Payments

- \$6,500/peak pm trip (*last updated in 2007*)
- Average total TDM fees from 2017 to 2022 - \$270,000



Voluntary Trip Reduction Program

- Voluntarily follows the CTR program requirements

Possible Revisions to the TDM Implementation Programs

- More specifics/clarification in Comp Plan policies, especially around the future light rail stations
- Changes to the designation of arterials as “multimodal”
- Improving the clarity of onsite requirements
- Re-evaluate the TDM fee
- Clarifying the offsite requirements

