

TRANSPORTATION DEMAND MANAGEMENT:

Transportation demand management strategies aim to reduce GHG emissions and VMT by influencing change in individual behavior. These strategies encourage walking, bicycling, and transit as modes of transportation within a community and seek to curb the number and length of trips by vehicle.

Bicycle and Pedestrian Programs/Projects

~~Require bike parking for all new non-residential and multifamily uses. (2)~~

~~Set standards for placement and number (as function of intensity of use) for bike parking spaces. (1)~~

~~Commuter bike routes identified and cleared. (3)~~

League of American Bicyclists certification. (Bronze 5, Silver 7, Platinum 10)

~~Funded and operating SRTS program (or functional equivalent) covering at least 10 percent of students. (3)~~

Conduct annual survey of students' mode of transport to school. (1)

Employer-Based Programs

Require large employers seeking rezoning to set a price signal (cash-out or charge). (5)

Require large employers seeking rezoning to provide subsidized transit. (5)

Require large employers seeking rezoning to provide a TDM plan that would reduce trips by 20 percent over business as usual. (5)

Traffic Volume

Track VMT or traffic counts and report on efforts at reduction (including those on this list). (3)

Eliminate parking minimums from non-residential districts. (3)

Set parking maximums at X per square feet for office and retail uses. (5)

~~Scheduled transit service at basic level (hour peak service within half mile of 50 percent of addresses). (5)~~

~~Scheduled transit service at enhanced level (half-hour peak service within 75 percent of addresses). (10)~~

TRANSPORTATION SYSTEM MANAGEMENT

Transportation system management strategies aim to reduce GHG emissions and VMT by improving the overall performance of a transportation system. These strategies improve existing infrastructure, introduce new technology, and plan for the future of the system.

Preservation and Improvement

Develop and fully fund comprehensive maintenance program for existing roads. (3)

Charge impact fees for new roads. (1 to 5)

Calculate lane-miles per capita for arterials and collectors, and show reductions (5)

~~Prepare a plan identifying disconnections in bike and pedestrian networks, prioritizing fixes and identifying potential funding sources for the most important projects. (5)~~

Any proposal to add lanes to a two-lane roadway shall be evaluated for a center turn lane, the preferred option over an expansion to four lanes. (5)

~~Identify four-lane roadways with fewer than 20,000 vehicles per day (AADT) and evaluate them for "road diets" with bike lanes or on-street parking. (3)~~

Electric Vehicles

~~Allow NEVs on appropriate roadways. (1)~~

Provide public charging stations (2)

Vehicle Idling

Ban idling (more than 5 minutes) with local government vehicles. (2)

Ban idling (more than 5 minutes) community-wide. (5)