

Transportation Demand Management (TDM) Plans in Mixed Use Zones

What are the new requirements for Mixed Use Zone Developments?

Under Title 33, a development in a commercial/mixed use zone that includes more than 10 new dwelling units is required to have a Transportation Demand Management (TDM) Plan at the time of development permit issuance. As part of the Transportation System Plan (TSP) Stage 2 Update, Portland City Council adopted new Title 17 language that outlines the basic requirements for this TDM Plan in Mixed Use Zones.

Purpose of these TDM Plans

To prevent, reduce, and mitigate the impacts of the new development on the transportation system, neighborhood livability, safety, and the environment, while providing safe and efficient mobility options.

What is TDM?

TDM is the practice of **providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, and carpool while discouraging drive-alone trips.**

Common TDM tools include subsidized transit passes; bike commute reimbursements; and providing route planning, bike maps, and carpool information.

Why do we need TDM?

TDM is one of the quickest, least expensive and most effective strategies to reduce traffic and parking problems.



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PBOT
PORTLAND BUREAU OF TRANSPORTATION
Commissioner: DAN SALTZMAN | Director: LEAH TREAT

There are two options for a developer to meet the TDM Plan requirement for Mixed Use Zones:

1) Pre-approved TDM Plan:

- Multimodal financial incentives equivalent in value to an annual TriMet pass per unit due at building permit issuance. The current rate is \$1,100 per unit, and could fund:
 - Current Smart Trips for New Movers Program
 - BIKETOWN Membership
 - TriMet Hop Pass/Streetcar Pass
 - Car Share Incentives (e.g. Zipcar, Turo, ReachNow)
- Dissemination of transportation options information
- Participation in an annual transportation options survey

2) Custom TDM Plan:

- Approved through a Transportation Impact Review (TIR) process
 - This is a Type II Discretionary Review.
- Must meet all the TIR requirements
 - This includes developing a TDM Plan and the implementation of TDM strategies.
- Approval criteria
 - The custom plan must ensure: “Proposed transportation and parking demand management actions are contributing to the City sufficiently achieving the relevant mode share and residential ownership targets established by the Transportation System Plan for the uses and developments on the site.” (Chapter 33.852.110 (B))
 - 2035 goals: 70% and 65% of all trips by non-single occupancy vehicle trip modes for Inner Neighborhoods and Western/Eastern Neighborhoods, respectively (9.26 TSP, Section 10)
 - In general, proposed strategies must be at least as effective as the Pre-approved TDM Plan.

Next Steps

The Portland Bureau of Transportation (PBOT) is currently developing the administrative procedures and rule for the implementation of the TDM Plan requirements included in the new Title 17 chapter.

Timing

This provision will go into effect with the enactment of the Comprehensive Plan, currently projected for May 2018.

FOR ADDITIONAL INFORMATION OR QUESTIONS:

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