

Institutional Zoning Project
Parking & Transportation Demand Management
September 11, 2014

What?

Clear, consistent, performance-based Parking & Transportation Demand Management (PTDM) is one of the quickest, cheapest and most effective methods to achieve economic vitality, household prosperity, health and access goals.

Current Requirements

Transportation Demand Management plans are required for most master plan areas and conditional uses. In 2013 the Portland Bureau of Transportation adopted a consistent, performance-based framework for new TDM plans. Plan elements include:

- Baseline and projected mode share and trip generation projections.
- Short-term and longer-term non-SOV mode share targets.
- A menu of strategies to achieve the targets.
- Performance monitoring, reporting and adaptive management.
- Enforcement provisions.

Plans must be approved by PBOT as a condition of development.

Potential Requirements

PBOT is proposing to retain the requirement for an approved, performance-based Parking & Transportation Demand Management Plan for institutions.

Over the next several months, as part of the comprehensive plan/transportation system plan update, PBOT will work to refine outstanding questions, including:

- At what point should a Plan be required?
- What are the appropriate mode share performance targets?
- How to provide appropriate strategy “menus” likely to achieve the targets?
- What are appropriate parking management requirements?
- Should the Plan be required to be renewed every x years?
- How to ensure institutions are on track to meet performance targets?

We welcome the opportunity to hear your thoughts on these issues and share drafts as the plan standards are further refined.

For more information please contact:

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