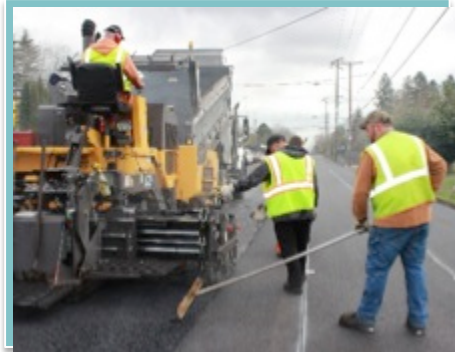


# Campus Institutional TDM Implementation



October 9, 2017

# Agenda

- I. Welcome
- II. Background
- III. TDM Plan Template  
Status and Purpose
- IV. PBOT Staff Custom Plan  
Exercise
- V. Adjourn
  - I. Next Meeting Nov 6th





# Project Website: <https://www.portlandoregon.gov/transportation/74861>

The screenshot shows a web browser window with the URL <https://www.portlandoregon.gov/transportation/>. The page header includes the PBOT logo and the text "Portland Bureau of Transportation". Contact information is provided: PHONE: 503-823-5185, FAX: 503-823-7576, and 1120 SW Fifth Ave, Suite 800, Portland, OR 97204. A navigation menu contains links for Vision Zero, Parking, PDX Streets & Infrastructure, Future PDX, PDX On The Go, Your PBOT, and Employees. A callout box on the left says "Click on 'Future PDX'" with an orange arrow pointing to the "Future PDX" link, which is circled in green. Below the navigation is a featured banner for "INTRODUCING ADAPTIVE BIKETOWN" with a Nike logo. The banner image shows four people on adaptive bicycles. To the right of the banner is a "FEATURED" section with two news items: "Traffic Advisory: Street improvements on SW Sam Jackson Park Road from SW 9th Avenue to SW Campus Drive, September 9-12" and "News Release: BIKETOWN for ALL expands eligibility and makes it easier than ever to sign up for the program".



# Background/Follow Up

# Exhibit P, Comp Plan: Transportation and Parking Demand Management Directive

**“...Clarify administrative process for TDM requirements in the CI and MU zones sufficient to facilitate the approval process in development review...including:**

- a) Evaluation guidance for Campus Institutional zone mode split trends
- b) Evaluation guidance for evaluating “current practices” in existing local Campus Institutional zone TDM plans to assist in adaptation...”

# TDM Plan Approval and Transportation Impact Review Relationship

- TDM Plan and approval happens within the context of the Transportation Impact Review
- TIR is required

# TDM Plan Templates

- Intent was to help guide and create certainty
- Concern raised that because of Type II status (i.e., appealable) that doesn't create certainty
- PBOT staff are currently evaluating application

# Approval Process: Custom Plans

- Designed by Institution
- Grounded in plan's ability to meet Institution's mode split targets (based on pattern area)





# Approval Process: Custom Plans

- Required Elements: Title 17.106.020  
“Required Elements of Transportation and  
Parking Management Plan



# Approval Process: Custom Plans

- Plan evaluation criteria will include:
  - Compliance with existing/legacy TDM Plan
    - Accomplishing the plan actions
    - Communicating with City staff (per plan)
  - Performance to date (i.e., drive alone commute rate reduction)
  - Research and best practice on efficacy of actions

# Custom Plans – Staff Exercise

- (Handout)



**Next Meeting –  
November 6, 2019  
3:00 – 5:00 pm  
Location TBD**



# Alternate Performance Targets (Draft)



# Alternate Performance Targets

- Alternate performance targets do NOT necessarily change the required actions.
- Instead they reduce the expected mode split shift due to special circumstances of the employer

# Alternate Performance Targets

## Examples of qualifying circumstances

- The relative availability (or unavailability) of bicycle, transit, bike share, and car share infrastructure and services;
- Current TDM strategies that have been implemented by the applicant;
- Travel characteristics, including schedules, of employees, residents, and visitors;
- Best practices and performance of comparable sites in Portland and comparable cities;

# Alternate Performance Targets

## Examples of qualifying circumstances

- Swing and Graveyard Shift Employees

# Alternate Performance Targets:

## Eligible Groups

- In conformance with Conditional Use Master Plan and TDM Plan for past 10 years
- Has taken at least three of the following actions:
  - Priced parking or parking cash out
  - Transit benefit of at least 50% to employees and students
  - Subsidized Vanpool program
  - TDM Coordinator (.5 FTE minimum)
  - Bicycle commuter cash incentives or reimbursement

# Questions & Discussion





# TDM Plan Elements

- **Performance Targets:** Adopted by the City Council in the Transportation System Plan\* (non-drive alone rates)
  - Central City: 87%
  - Inner Neighborhoods: 71%
  - Western Neighborhoods: 65%
  - Eastern Neighborhoods: 65%
  - Industrial and River: 55%
- **Interim Performance Targets:** Calculated using a straight-line method
- **Enforcement:** Based on lack of execution, not mode split performance

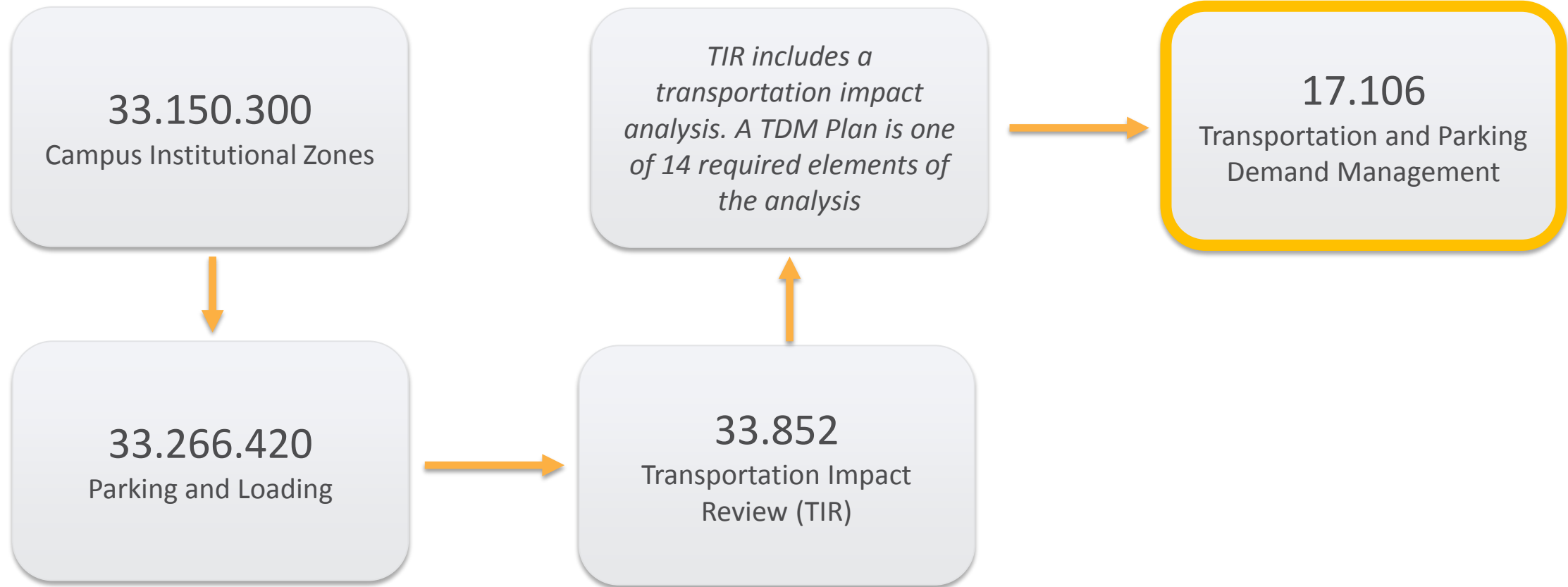
# Next Meeting:

- TDM Custom Plan (composition and evaluation)
  - TDM Plan Structure and Interim Monitoring
  - Alternate Performance Targets (if don't reach)

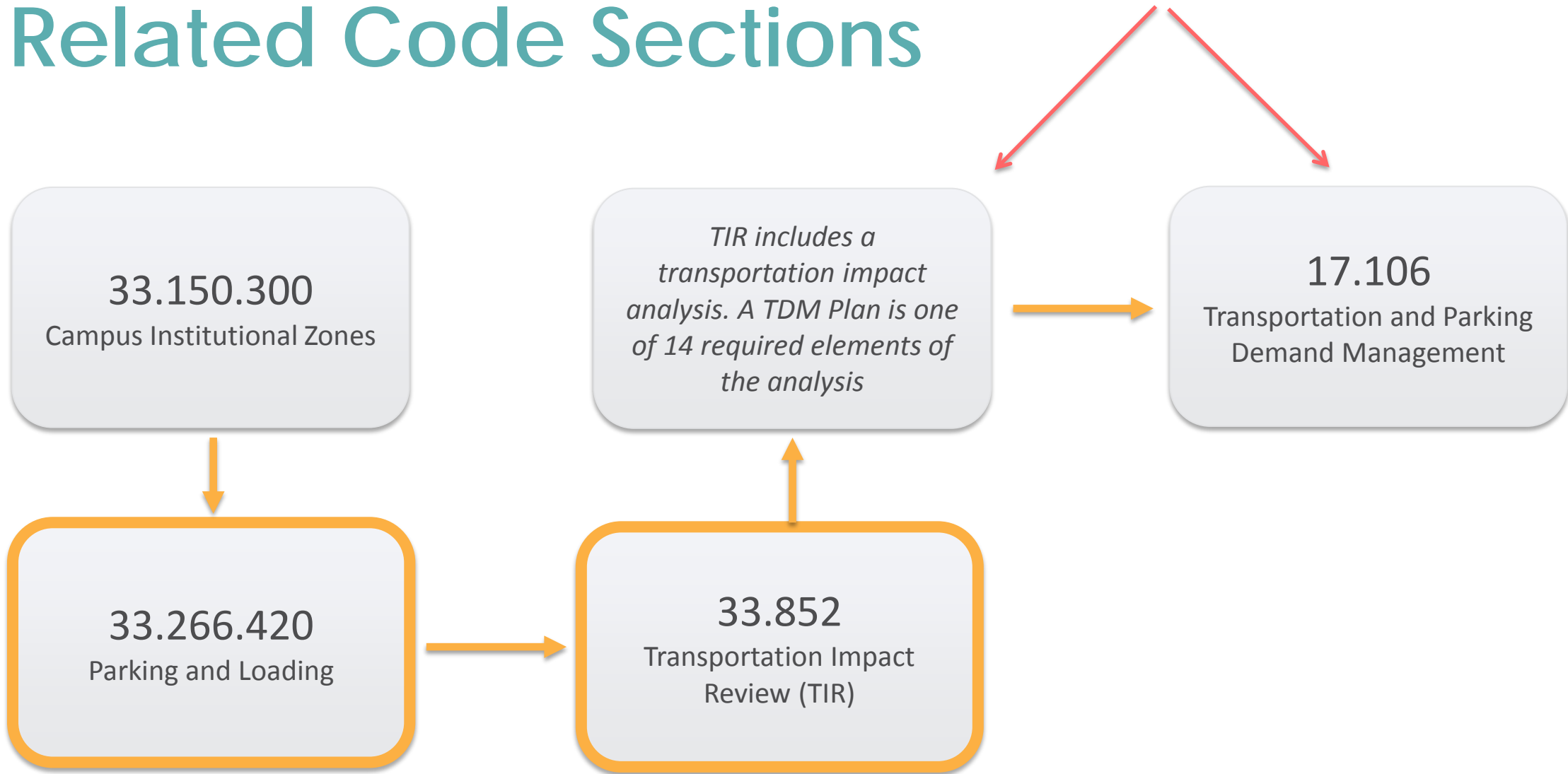
Adventist Medical Center  
Concordia University  
Kaiser Medical Center  
Legacy Emanuel Hospital and Health Center  
Legacy Good Samaritan Hospital and Health Center  
Lewis and Clark College  
Multnomah University  
Portland Community College – Cascade  
Portland Community College – Southeast Center  
Portland Community College – Sylvania  
Providence Portland Medical Center  
Reed College  
University of Portland  
University of Western States  
Warner Pacific University



# Changes in Title 17



# Related Code Sections





# Proposed New CI Zone

BPS has developed two new base zones

- Campus Institutional 1 & 2
- Grant land use entitlements
- Eliminate the CUMP/IMP requirement

Overall development requirements are simplified or removed

- Eliminates required Type 3 Review process
- Allowable FAR in base zone equals or exceeds current approvals
- Approved height and setback allowances are included in base zone
- In many cases, eliminates Design Review
- Simplifies small improvements/modernizations with minimal added trips