

TDM Proposal Update



Planning & Sustainability Commission
June 14, 2016

TSP Update
Stage 2

Presentation Outline

Mixed Use Zone – Pre-approved TDM Plan

- Step 1 – “Basic” pre-approved plan for near term Council consideration
- Step 2 – Further analysis & stakeholder engagement
- Request to PSC: letter for Council consideration

Campus-Institutional Zones

- Updated PBOT proposal
- Alternate proposal from CI representatives (June 7)
- Next step: on-going work with Stakeholders
- Request to PSC: input on issue priorities

Why Are We Proposing to Expand TDM?

- TDM is a cost effective way to influence mode choice
- Preserve roadway capacity for essential roadway trips
- Achieve our growth & climate strategies
 - Portland Plan
 - Comprehensive Plan
 - Growth Scenarios Report
 - Climate Action Plan

National Evidence on TDM Effectiveness

TDM Program or Strategy	High Transit	Moderate Transit	Low Transit
Support, Promotion, Information	3 to 5%	1 to 3%	<1%
Alternative Commute Services	5 to 10%	5 to 10%	1 to 3%
Financial Incentives	10 to 20%	5 to 15%	1 to 5%
Combined Strategies			
With FREE Parking	15 to 20%	10 to 15%	3 to 7%
With PAID Parking	25 to 30%	15 to 20%	N/A

Source: Cambridge Systematics, 2010 (Fairfax County, VA)

Current TDM in Portland

Custom TDM plans required

- Conditional Use Master Plan
- Central City Parking Review

Employee Commute Option (ECO) Rule: Dept. of Environmental Quality

- Employers with more than 100 employees

Private sector voluntary programs

- e.g., Go Lloyd, Individual employers

Proposed TDM required for MUZ

- Residential TDM will be a new requirement for Portland
- Other cities typically require in exchange for reduced parking
- Portland already reduced / removed parking requirement
- TDM provides access *by means other than parking*

What we heard

Who we talked to

- November and June stakeholder meetings
- Portland Business Alliance, architects, developers, neighborhood representatives, building residents, building owners, consultants
- Portland Planning & Sustainability Commissioners

Common themes

- General support for expanding TDM
- Questions about implementation, shared responsibilities, program details
- Desire for broader engagement

Pre-approved Plan Updated Proposal

2-step process

Step 1. Basic pre-approved plan for Council consideration (Title 17.107)

Step 2. Further analysis & stakeholder engagement (2016-17)

Pre-approved Plan – Step 1

“Basic” Pre-approved Plan Elements

1. One-time multimodal incentives (transit, bike share, other)
 - Equivalent to one annual transit pass per unit
 - Currently \$1,100
 - Can be bundled with other incentives for total value of \$1,100
 - Full value stays with the development
2. Information: Welcome SmartTrips or equivalent
3. Participate in PBOT performance survey

Pre-approved Plan – Step 2

Stakeholder Engagement

- Representatives of developers, neighborhoods, businesses, service providers

(Some) key scope items

- On-going commitment for new development
- Include existing private development
- Central City vs. MUZ requirements
- Parking management measures
- Third party service providers (TMAs)
- On-site infrastructure, SDCs, and other transportation costs
- Impacts on affordable housing or other development goals

Code Change Process

Title 33 zoning code

- Land use requirements
- Thresholds: More than 10 dwelling units
- Recommendation from PSC
- Approved by Council

Title 17

- Technical requirements
- Administered by Bureau Director or City Engineer
- Approved by Council

Next Steps

- MUZ work session: June 28
- Council hearings: September – October 2016

Request to PSC

- Letter for Council consideration

Campus Institutional TDM Plan Proposal



TSP Update
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Current Campus/Institution Requirements

Currently required to have TDM plans

- Conditional Use Master Plan
- Impact Mitigation Plan

Type III review

- Custom TDM plan required
- Regular (3-10 year) updates
- Traffic impact analysis

Proposed CIZ Requirements

A TIA and TDM plan will still be required because CI development is highly variable

- CI developments are highly customized to the institution, need, and funding.
 - Example: A new building could be planned to accommodate growth (new science program) or to enhance existing services (increase library size)
- Impacts are unique for each institutions
 - Full-time or part-time students
 - Campus or neighborhood housing

What We Heard

About current requirements

- Custom TDM process is uncertain and can cause delays
- Evaluation of TDM plans seems subjective
- Intersection capacity issues can block development

About December Proposed Draft

- Recognize what's working in current TDM plans
- Clarify performance target
- Performance targets should reflect geography & modal options
- Evaluation should be clear and objective
- Need to reduce uncertainty of future plan requirements

Key changes in PBOT Update

- **Performance Targets (mode splits)** are the Citywide or Pattern Area targets in the TSP
- **Interim Performance Targets** are calculated on a straight-line method from base year to horizon year;
- Applicant may propose a **Modified Performance Target**.
- Clarify that failure to achieve the mode split targets is not subject to **enforcement**.

Additional PBOT proposed changes

1. Acknowledge current approved TDM Plan as the **baseline**.
2. **Triggers** for review or update
 - Development thresholds in Title 33
3. Clarify the **evaluation process**
 - Require Early Assistance meeting to scope TIA and review TDM performance
 - Creates a Type 1 process for high performers
4. Use local “best practices” to identify **future TDM strategies**

Stakeholder Proposal

New proposal from CI representatives

Discussed at CIZ Stakeholder meeting on June 7

Key items:

- Establishes 2-year check in and 4-year update schedule for TDM Plans
- Separate from land use process; administered by PBOT
- Includes multimodal performance measures
- Includes neighborhood participation

Next Steps for CIZ

Work with stakeholders on Shared Proposal

- More thorough review of Stakeholder Proposal
- Modify or combine PBOT and Stakeholder proposals

Key issues for next steps

- Connection to land use approvals (such as PBOT certified compliance)
- Connection to LOS or other mitigations
- Multimodal performance targets
- Neighborhood participation

Scheduled PSC update August 2

Questions/Discussion

Local Best Practices (in development)

Campus / Institution	Recent SOV rate	Parking	Incentives	Infrastructure/ services
A	20%	All paid parking \$1,500/year	40% TriMet subsidy 100% eligible	Transit: Best Bike: VG Ped: Best Student Housing: 10%
B	49%	All paid parking \$2,200 /year Wait list for permits	95% TriMet subsidy 100% eligible	Transit: VG Bike: VG Ped: Fair
C	56%	Free	50% TriMet subsidy 100% eligible	Student on-campus housing