

# Transportation demand management

Possible 2 points

## Intent

To reduce energy consumption, pollution, and harm to human health from motor vehicles by encouraging multimodal travel.

## Requirements

Achieve at least two of the following options.

Earn 1 point for every two options, for a maximum of 2 points. For the purposes of this credit, existing buildings and their occupants are exempt from the requirements.

### Option 1. Transit passes

Provide transit passes valid for at least one year, subsidized to 100% of regular price, to each resident and employee locating within the project during at least the first three years of project occupancy. Publicize the availability of subsidized transit passes to project occupants.

### AND/OR

### Option 2. Developer-sponsored transit

Provide year-round, developer-sponsored transit service (vans, shuttles, buses) from at least one central point in the project to other major transit facilities or retail or employment centers, with service no less frequent than 45 daily weekday trips and 30 daily weekend trips. The service must begin by the time the project's total floor area is 20% occupied and must be guaranteed for at least three years beyond project build-out. The occupancy requirement is met when residents are living in 20% of the dwelling units and/or employees are working in 20% of the total nonresidential floor area.

Provide transit stop shelters and bicycle racks adequate to meet projected demand but no less than one shelter and one bicycle rack at each transit stop. Shelters must be covered, be at least partially enclosed to buffer wind and rain, and have seating and illumination. Bicycle racks must have a two-point support system for locking the frame and wheels and must be securely affixed to the ground or a building.

### AND/OR

### Option 3. Vehicle sharing

Locate the project such that 50% of the dwelling units and nonresidential use entrances are within a ¼-mile (400-meter) walking distance of at least one vehicle in a vehicle-sharing program, as specified below, depending on project size.

- If the project has fewer than 100 dwelling units and/or employees, provide one vehicle.
- If the project has more than 100 dwelling units and/or employees and has a minimum transit service of 60 daily weekday trips and 40 daily weekend trips, provide at least one additional vehicle and parking space for every 100 dwelling units and/or employees.
- If the project has more than 100 dwelling units and/or employees but does not have transit service at the frequencies specified above, provide at least one additional vehicle and parking space for every 200 dwelling units and/or employees.

For each vehicle, dedicate one parking space accessible to vehicle-sharing members. Publicize to project occupants the availability and benefits of the vehicle-sharing program. Commit to providing vehicles to the locations for at least two years. If a new vehicle-sharing location is planned, the vehicle-sharing program must begin by the time the project's total floor area is 20% occupied. The occupancy requirement is met when residents are living in 20% of the dwelling units and/or employees are working in 20% of the total nonresidential floor area.

### AND/OR

### Option 4. Unbundling of parking and parking fees

For 90% of multi-unit dwelling units and/or nonresidential floor area, the associated off-street parking spaces must be sold or rented separately from the dwelling units or nonresidential floor area.

Set parking fees within the project boundary for all off-street parking equal to or greater than the cost of monthly usage for municipal public transit. Off-street parking in this instance does not include parking devoted to individual, detached residential units.

### AND/OR

### Option 5. Guaranteed ride home program

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All major employers within the project must commit to providing a guaranteed ride home program for employees. A major employer accounts for more than 25% of the workers on the project site. The program must provide free rides to employees who have carpooled, taken transit, walked, or cycled to work but must leave because of an unexpected personal emergency. Rides may be on taxis, company cars, or rental cars.

**AND/OR**

**Option 6. Flexible work arrangements**

All major employers within the project must commit to promoting and supporting flexible work arrangements with the goal of reducing vehicle trips during peak commuting hours. A major employer accounts for more than 25% of the workers on the project site. The employer must develop internal policies that outline the terms under which employees can engage in telework, flextime, compressed work weeks, staggered shifts, or other arrangements. These policies must also describe how the program will be promoted to employees.