TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Keeping people moving as our city grows

WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

Transportation Demand Management, often referred to as TDM, is the "Shift" component of the Transportation Sustainability Program, a comprehensive reform of the way the City handles development so that the transportation network keeps pace with growth. A series of developmentfocused TDM measures that incentivize onsite amenities intended to provide sustainable alternatives to driving - or "shifting" people's usual practice of driving alone in their cars - by providing residents, business tenants, and visitors with sustainable alternative travel options, such as:

- » Bike share and car-share memberships;
- » Increased bicycle parking;
- » Wayfinding signage;
- » Last-mile shuttle service to and from transit hubs; and
- » Real-time transportation information displays

These types of travel choices are better for the environment, help manage congestion, and improve the efficiency of our transportation network. Furthermore, TDM measures that are incorporated into the design of a project or provide operational services are considered amenities because they enhance convenience and freedom, and provide easy-to-use travel options.



shift

LEGISLATION*

While the Transportation Demand Management Program legislation is still in draft form, the proposal is currently based on the number of accessory parking spaces included. It is anticipated that most new development projects, as well as some changes of use on existing properties, would be subject to the legislation, including:

- » **Residential:** \geq 10 dwelling units (DUs) or \geq 10 beds in group housing or a residential care facility.
- » **Non-residential:** \geq 10,000 square feet of Occupied Floor Area.
- » Change of Use: \geq 25,000 square feet of Occupied Floor Area.

However, the following exemptions apply:

- » 100 percent affordable housing projects; and
- » Non-accessory parking garages and parking lots.

*This legislation will build on the City's development-focused TDM requirements, already required under the Planning Code. Specifics may be revised through the legislative process.











REQUIREMENTS AND PROCESS

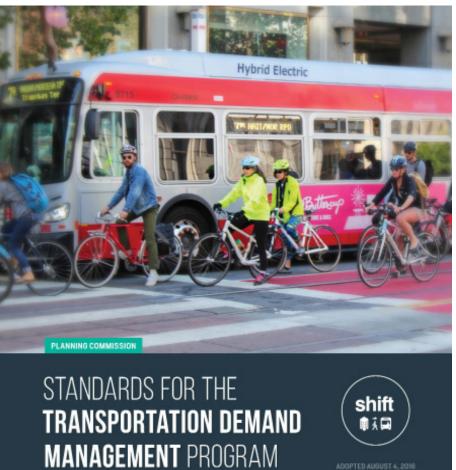
The number of miles driven by car to and from a site is known as vehicle miles traveled (VMT).

Each TDM measure has a point value and each point corresponds to about a 1% reduction in VMT. Each project will have a specific numeric target assigned that must be met by a combination of TDM measures intended to reduce VMT.

All information on the TDM Program, including the menu of TDM measures, is included in the Planning Commission Standards for the TDM Program, which were adopted on August 4, 2016. This document is available on San Francisco Planning's website. The website also includes an online tool to help add the points for the selected measures.

Once they've selected their measures, the developer will submit their choices along with the TDM Plan Review application. Planning will then work with other City staff to ensure the selected measures appropriately meet their targets and are implemented correctly.

The selected TDM measures comprise the



TDM Plan for the development project, which will be adopted as a condition of project approval.

After a project is constructed, it will be inspected for compliance with physical measures (bicycle facilities, number of car-share spaces, etc.) before the first Certificate of Occupancy is issued. Regular inspections will occur periodically.

For programmatic measures (transit passes, car-share memberships, etc.) projects will be required to report specifics to the City. The City will work with non-compliant projects to bring them into compliance, and those that still do not comply would face monetary penalties.

The City will also be collecting data on the effectiveness of selected TDM measures to potentially update the point assignments for specific measures.

PROJECT TEAM

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LEARN MORE

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