

Reduce the Impact of Peak-Hour Trips

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It is up to the local jurisdiction working together with the project sponsor to choose the method(s) that will be compatible with the intended purpose of the project and the community that it will serve.

The guidelines are not intended to establish a countywide **threshold** of significance of 100 peak-hour trips for CEQA purposes. The determination of what level of traffic results in a significant impact is left in the first instance to the local jurisdiction. These guidelines do contemplate, however, that all trips resulting from projects that are reviewed by C/CAG and fall under these guidelines will be mitigated, whether or not it rises to a level of significance under CEQA.



C/CAG Guidelines for Implementation of the Land Use Component of the Congestion Management Program

C/CAG is the Congestion Management Agency for San Mateo County. It’s Congestion Management Program, adopted on a biennial basis, addresses efforts to increase efficiency of the existing transportation system and encourage alternative modes of transportation.

The guidelines provide procedures for local jurisdictions to analyze and mitigate potential impacts of land use decisions upon regional transportation routes and air quality.

When Does the Policy Apply?

The policy and guidelines apply to individual large developments that meet the following criteria:

1. The project is projected to generate a net 100 or more peak-hour trips on the Congestion Management Program roadway network.
2. The project is subject to CEQA review.

Local jurisdictions are strongly encouraged to apply these guidelines to projects that will generate fewer than 100 peak-hour trips. C/CAG also strongly encourages existing developments to adopt these same measures on a voluntary basis.

Examples of Developments That Would Generate 100 Peak-Period Trips

- 100 single-family dwelling units
- 15,000 square feet of retail space
- 50,000 square feet of office space
- a 150-room hotel
- 100,000 square feet of light industrial space.

A Menu of Transportation Demand Managements Measures to Reduce the Impacts of Traffic

Transportation Demand Management Measure	Number of Trips Credited if This TDM Is Implemented	Rationale
Secure bicycle storage	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained. Lockers/racks must be installed within 100 feet of the building	Experience has shown that bicycle commuters will average using this mode one-third of the time, especially during warmer summer months.
Showers and changing rooms	Ten peak hour trips will be credited for each new combination shower and changing room installed. An additional 5 peak hour trips will be credited when installed in combination with at least 5 bike lockers	10 to 1 ratio based on cost to build and the likelihood that bicycle utilization will increase.
Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area. Alternatively, the development could buy into a shuttle consortium.	One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place. Five additional trips will be credited if the shuttle stops at a child-care facility enroute to/from the worksite.	Yields a one-to-one ratio (one seat in a shuttle equals one auto trip reduced); utilization increases when a guaranteed ride home program is also made available.
Charging employees for parking.	Two peak hour trips will be credited for each parking spot charged out at \$20 per month for one year. Money shall be used for TDM measures such as shuttles or subsidized transit tickets.	Yields a two-to-one ratio
Implementation of a vanpool program.	Seven peak hour trips will be credited for each vanpool arranged by a specific program operated at the site of the development. Increases to ten trips if a Guaranteed Ride Home Program is also in place.	The average van capacity is seven.
Installation of video conferencing centers, available for use by the tenants of the facility.	Five peak hour trips will be credited for a center installed at the facility.	This is based on staff’s best estimate.
Implementation of a compressed work week program	One peak hour trip will be credited for every 5 employees that are offered the opportunity to work four compressed days per week.	The workweek will be compressed into 4 days; therefore the individual will not be commuting on the 5th day.
Provision of assistance to employees so they can live close to work	If an employer develops and offers a program to help employees find acceptable residences within five miles of the employment site, a credit of one trip will be given for each slot in the program.	This assumes that a five-mile trip will generally not involve travel on the freeways.
Implementation of a program that gives preference to hiring local residents at the new development site	One peak hour trip will be credited for each employment opportunity reserved for employees recruited and hired from within five miles of the employment site.	This assumes that a five-mile trip will generally not involve travel on the freeways.
Provide use of bicycles to employees who use alternate commute methods so they can have access to bicycles during breaks for personal use.	One peak hour trip will be credited for every four bicycles provided.	This is based on staff’s best estimate.
Developer/property owner may join an employer group to expand available child care within 5 miles of the job site or may provide this service independently	One trip will be credited for each new child care center slot created either directly by an employer group, by the developer/property owner, or by an outside provider if an agreement has been developed with the developer/property owner that makes the child care accessible to the workers at the development.	This is based on staff’s best estimate.
The developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy.	Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.	Credits accrue depending on what the funds are used for.
Encourage infill development.	Two percent of all peak hour trips will be credited for each infill development.	Generally acceptable TDM practices
Encourage shared parking.	Five peak hour trips will be credited for an agreement with an existing development to share existing parking.	Generally acceptable TDM practices
Make roads and streets more pedestrian and bicycle friendly.	Five peak hour trips will be credited for each facility included.	This is based on staff’s best estimate.
Create connections for non-motorized travel, such as trails that link dead-end streets.	Five peak hour trips will be credited for each connection made.	This is based on staff’s best estimate.