TRANSPORTATION DEMAND MANAGEMENT (TDM) POLICY

This TDM Policy implements the TDM Ordinance; Chapter 20.350 of the Municipal Code. As the City of San Marcos experiences growth, it becomes important to balance demand on transportation infrastructure by facilitating other modes of mobility. The TDM Ordinance and Policy will result in improvements throughout the City that will facilitate multi-modal travel options for City's residents and employees.

The TDM Ordinance and Policy also satisfy the Climate Action Plan (CAP) requirement that the City adopt the TDM Ordinance. The City adopted its Climate Action Plan in December, 2020 with the target of reducing Greenhouse Gas (GHG) emissions 42% below 2012 levels by the year 2030.

The TDM Policy will be updated by the City Manager or designee, as needed, to meet the goals and objectives of the General Plan, CAP, TDM Ordinance and other City initiatives. Changes to the TDM Ordinance itself will require approval from the City Council.

PURPOSE AND INTENT

The TDM Policy and Chapter 20.350 of the Municipal Code include requirements and strategies that encourage a shift away from single-occupancy vehicles to alternative travel options such as walking, biking, carpooling or taking transit. Reducing reliance on roadways will likewise result in reduced congestion, vehicle miles traveled, and greenhouse gases (GHGs). The various TDM strategies reinforce and augment one another, collectively supporting alternative mobility choices.

APPLICABILITY

The TDM Ordinance and Policy shall apply to any development project that is not exempt from CEQA requirements and would result in emission of more than 500 metric tons of carbon dioxide (MT of CO_2) per year. Developments that do not meet the 500 MT of CO_2 threshold are encouraged to voluntarily include TDM strategies to facilitate alternative mobility options.

TDM PLANS

Development projects that are subject to the TDM Ordinance and Policy are required to prepare project-specific TDM Plans that include all mandatory and a selection of optional strategies included in this Policy.

The City has established a list of pre-screened qualified consultants eligible to draft TDM Plans for the applicants. The list of pre-screened consultants is available on the City's website: https://www.san-marcos.net/departments/development-services/planning/ceqa-resources-for-applicants-consultants.

A TDM Plan, at a minimum, shall include the following:

- Description and graphical representation of Existing Conditions
- Description of proposed project
- Six mandatory strategies
- A selection of optional strategies that result in achieving a minimum of 10-point score
- For strategies that require physical improvements, a description and graphical representation of on-site and off-site improvements
- For programmatic strategies, a description of chosen strategies and the means of their implementation, monitoring and reporting
- Written acknowledgement by the project applicant and owner on implementation, monitoring and reporting of the TDM Plan by the applicant and successor.

This point scoring system for optional strategies is designed to provide flexibility to each individual project to select the most effective TDM strategies according to that projects' design, location, land use type and other variables. It aims to streamline the implementation process of the TDM Policy and maintain consistent standards across all projects. The allocation of points for each strategy is derived from best practices observed in other jurisdictions and agencies TDM Policies or Guidelines, the strategy's proven efficiency in reducing greenhouse gas emissions[1], and its alignment with the objectives outlined in the City's General Plan and Climate Action Plan.

TDM Plans must be submitted to the City with the project application and should be approved by the decision-making body responsible for consideration of project's other entitlements. After initial approval and during the life of the project, the City Manager or their designee are authorized to approve amendments to TDM Plans, in consultation with and based on input from the project applicant or successor.

MANDATORY AND OPTIONAL TDM STRATEGIES

All TDM Plans shall include the six mandatory strategies included in this Policy. Additional optional strategies must be selected in order to achieve the minimum 10 point score. Table 1 indicates whether each strategy is appropriate for residential and/or non-residential projects and lists associated strategy point values. Points are not awarded for mandatory strategies.

All TDM plans require monitoring for a minimum of six years and submittal of Monitory and Compliance Reports to the City every two years after the issuance of final Certificate of Occupancy.

[1] California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (December 2021)

Table 1: Mandatory and Optional TDM Strategies and Point Values

	Transportation Demand Management Strategy	Applicable Land Use Type		Points
		Residential	Non-Residential	
Mandatory Strategies				
01	On-site TDM coordinator	✓	✓	Mandatory
02	Information center for transportation alternatives	✓	✓	Mandatory
03	Pedestrian access with internal and external connections and sidewalk connections	✓	✓	Mandatory
04	Project frontage improvements	✓	✓	Mandatory
05	Wayfinding signage	✓	✓	Mandatory
06	Secure bike parking spaces/racks	✓	✓	Mandatory
Optional Strategies				
07	Transit passes or subsidies	✓	✓	1-5 [a]
08	Carshare parking space with a dedicated carshare vehicle		✓	3
09	Reserved parking for carpool, vanpool, carshare, and/or park-and-ride	✓	✓	1
10	Bike repair station	✓	✓	1
11	Secure parking for e-bikes and cargo bikes	✓	✓	1
12	Showers and lockers		✓	1
13	Pre-tax transportation benefits		✓	1
14	Telecommute work center for residents	✓		1
15	Telecommute and/or compressed work week		✓	2
16	Delivery supportive amenities	✓	✓	1
17	On-site childcare	✓	✓	3
18	Shuttle bus service	✓	✓	5
19	Vanpool program	✓	✓	6
20	Unbundled parking	✓		1
21	Priced parking		✓	1

Transportation Demand Management Strategy		Applicable Land Use Type		Points
		Residential	Non-Residential	
22	Parking cash-out		✓	1
23	On-site fleet of bicycles, e-bikes, and/or scooters	✓	✓	5
24	Mixed use development with on-site amenities/services	✓	✓	2
25	Off-site pedestrian supportive strategies	✓	✓	1-2 [a] (per feature)
26	High-cost off-site transit stop amenities and upgrades	✓	✓	3 (per feature)
27	Low-cost off-site transit stop amenities and upgrades	✓	✓	1 (per feature)
28	Off-site bicycle infrastructure	✓	✓	3-5 [a] (per mile)
29	Other strategies (Requires City approval)	✓	✓	TBD

NOTES:

(a) The number of points will be determined in consultation with City staff.

TDM STRATEGY DESCRIPTIONS AND REQUIREMENTS

STRATEGY 01 – ON-SITE TDM COORDINATOR

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

An on-site TDM coordinator serves as a liaison and source of TDM information for residents, employees, and other tenants. The TDM coordinator will be responsible for sharing TDM information, answering questions, and coordinating with the City on matters such as monitoring and reporting. The designated on-site TDM coordinator could be hired solely for that position or be an existing staff member. For example, at non-residential sites, the coordinator could be an employee of an on-site employer or the management company. At residential sites, the coordinator could be a member of building management or a homeowners association (HOA).

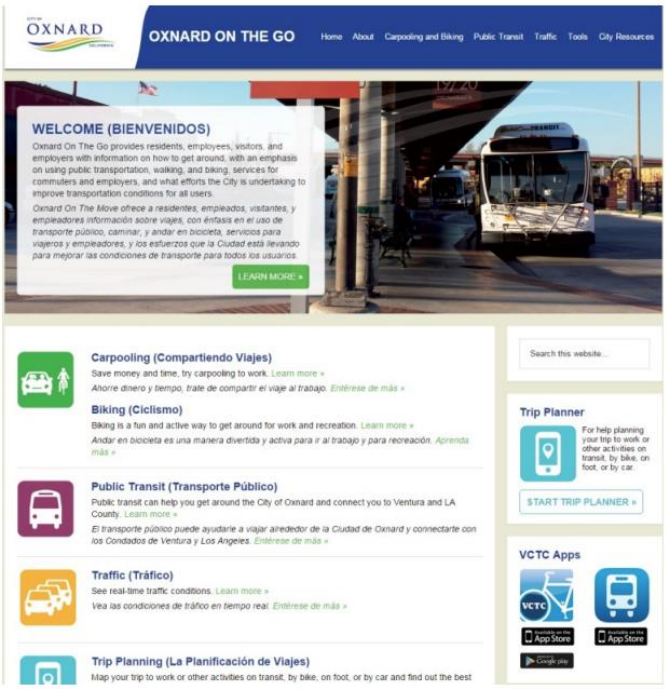
Source: National Network for the Transportation Workforce

STRATEGY 02 – INFORMATION CENTER FOR TRANSPORTATION ALTERNATIVES

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Each project shall have a physical (on-site) or web-based information center that has information for residents and employees such as ridematching information, public transit information, contact information for carpool/vanpool and transit, carpool/vanpool promotional material, bicycle facility information, and listing of on-site services or facilities. If physical, the information shall be displayed on a bulletin board, display case, or kiosk where the greatest number of residents and employees are likely to see it. If web-based, the webpage shall be located on a website frequented by employees, residents, and other visitors; information about accessing the webpage shall be physically posted in an area where the greatest number of residents and employees are likely to see it.



Source: City of Oxnard

STRATEGY 03 – PEDESTRIAN ACCESS WITH INTERNAL AND EXTERNAL CONNECTIONS AND SIDEWALK CONNECTIONS

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects shall be designed to provide direct and safe walking connectivity between the project and the external network. The project's pedestrian facilities shall be designed to encourage walking by being well-lit, ADA accessible, and with features such as landscaping to improve the walking experience.

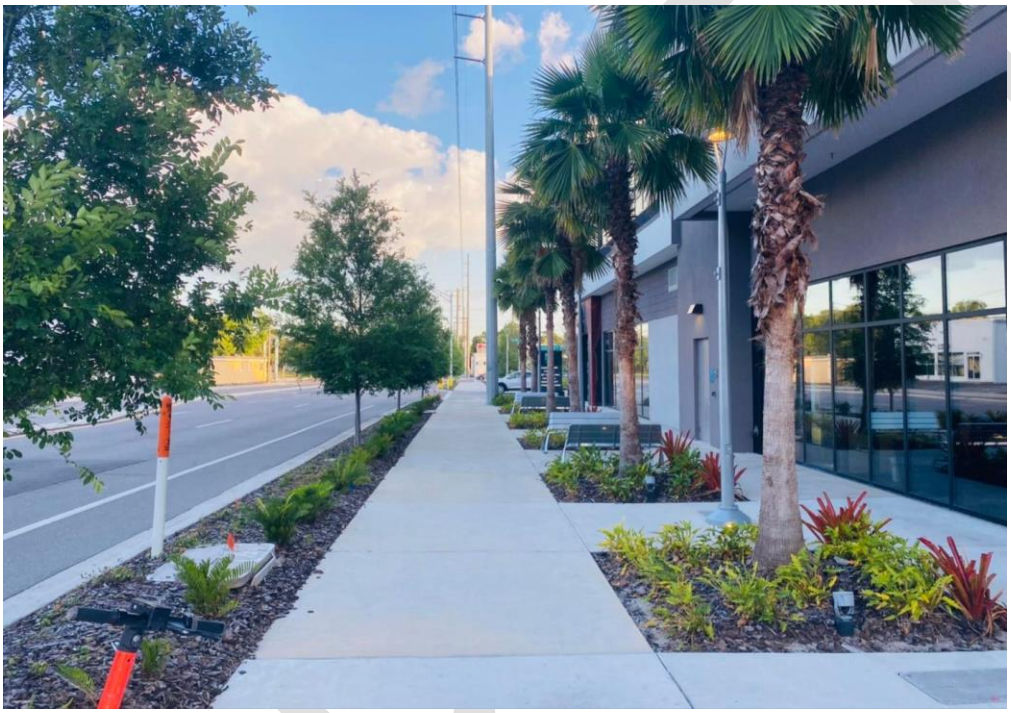
Source: Kittelson & Associates, Inc.

STRATEGY 04 – PROJECT FRONTAGE IMPROVEMENTS

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects should provide frontage improvements including pedestrian, bicycle, and transit facilities as required by the City to maintain and improve connectivity and accessibility to and throughout the project. Frontage improvements can include but are not limited to sidewalks, trails, pedestrian ramps, crosswalks, and pedestrian signals; lighting; landscape buffers and canopy tree plantings; traffic calming and complete street improvements; transit turnouts, shelters, and amenities; bicycle facilities, buffers, delineators, and pavement markings; and other improvements based upon site characteristics and local context.



Source: URBN Tampa Bay

STRATEGY 05 – WAYFINDING SIGNAGE

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects shall be designed with wayfinding signage, including pedestrian and cyclist signage, to improve the convenience and ease of accessing and navigating the project site as well as to provide directions to access points, bicycle parking, transit stops, rideshare pick-up/drop-off zones, nearby uses, and other related amenities.

Source: National Sign Plazas

STRATEGY 06 – SECURE BIKE PARKING SPACES/RACKS

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects shall provide bike parking spaces and/or racks for residents, employees, visitors, and customers. Public racks shall be accessible to all site visitors. Bicycle parking/racks shall be secure and weather-protected. Pedestrian-scale lighting for security and safety may be required. Bicycle parking and/or racks shall comply with CalGREEN and the Zoning Ordinance requirements at a minimum.

Source: San Diego Association of Governments

STRATEGY 07 – TRANSIT PASSES OR SUBSIDIES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1-5

Employers and HOAs can offer transit passes and subsidies that cover a portion of the cost of a monthly transit pass to encourage residents and employees to use transit. Subsidies at or below 50% of the transit pass cost do not qualify for point credit. For a subsidy of 60%-100% of the monthly transit pass cost, 1 point is earned for each 10% subsidy increment over the 50% minimum. For example, a subsidy of 70% of the monthly transit pass cost would receive 2 points. The subsidy must be provided for the equivalent of the North County Transit District (NCTD) Premium Regional pass (transit pass that works for NCTD and MTS) or higher. Transit passes and subsidies must be made available on an ongoing basis to all site employees and/or residents.

Source: North County Transit District

STRATEGY 08 – CARSHARE PARKING SPACE WITH A DEDICATED CARSHARE VEHICLE

Applicable Project Type(s): Non-Residential

Point Value: 3

Carshare vehicles offer people convenient access to a vehicle while helping reduce the need for individual vehicle ownership. Under this strategy, an employer can provide an on-site company-owned car share vehicle that can be shared for use only amongst employees at the worksite. Note, the vehicle must be a dedicated vehicle for carshare purposes, rather than shared with other uses.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City's minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.

This strategy differs from Vanpool program (Strategy 19) in that the vanpool program is for one-way commute trips with a dedicated driver, while the carshare vehicle is available at all times for employees to use individually or in groups, including for various trips throughout the workday.

Source: Mobiag

STRATEGY 09 – RESERVED PARKING FOR CARPOOL, VANPOOL, CARSHARE AND/OR PARK-AND-RIDE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Reserving parking at preferred locations for carshare, carpool, vanpool, park-and-ride, and other modes can help increase average vehicle occupancy and discourage single-occupant vehicle use. Reserved preferential parking for these vehicles should be close to the building entrance and covered when possible.

To be eligible for point credit under this strategy by implementing carshare and/or park-and-ride spaces, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City's minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.

Note, while carshare and park-and-ride spaces require project proximity to bicycle facilities or transit stops in order to be eligible for credit, carpool and vanpool spaces do not require proximity to bike facilities or transit stops.

Source: California State University Channel Islands

STRATEGY 10 – BIKE REPAIR STATION

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Bike repair stations include a space for repairs with on-site repair stands, air pumps, and other tools. Bike repair stations should be located in a visible, well-lit, and secure area. In addition, they must be maintained to ensure usability.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City's minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.

Source: BikeTexas

STRATEGY 11 – SECURE PARKING FOR E-BIKES AND CARGO BIKES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Cargo bikes can be used in dense urban areas to make short delivery trips (for example, food drop-off from local restaurants). Providing accessible parking for these bikes on-site can help encourage their use by residents and employees, further reducing short local vehicle trips. A power source for e-bikes must be included. Note, this strategy is distinct from Strategy 06. Under Strategy 11, separate additional bike parking must be provided in a convenient location that includes the necessary infrastructure for charging and using e-bikes, including an easily accessible power source and protection from the elements; these spaces must also accommodate the larger footprint of a cargo bike (at least three feet wide and ten feet long each). Parking for e-bikes and cargo bikes shall be secure and weather-protected.

Source: Bikes Make Life Better

STRATEGY 12 – SHOWERS AND LOCKERS

Applicable Project Type(s): Non-Residential

Point Value: 1

Showers, lockers, and changing rooms for employees can help encourage a shift from driving to biking. These end-of-trip facilities, when paired with secure bike parking, remove some of the barriers to commuting to and from work on a bike. These facilities should be located in a safe, well-lit, and convenient location and should be well maintained. Shower facilities should be shown on project plans for review by the City.

Source: University of California Irvine

STRATEGY 13 – PRE-TAX TRANSPORTATION BENEFITS

Applicable Project Type(s): Non-Residential

Point Value: 1

Through this strategy, employees would have the option to participate in a pre-tax benefit program to pay with pre-tax funds for qualifying commute expenses for modes other than single-occupant motor vehicles.

Source: Ottawa-Carleton Regional Transit Commission (OC Transpo)

STRATEGY 14 – TELECOMMUTE WORK CENTER FOR RESIDENTS

Applicable Project Type(s): Residential

Point Value: 1

Telecommuting programs enable employees to work from home or another remote location instead of driving daily to work. Residential projects can support telecommuting for their residents by providing a common area with tables, internet access, and other amenities. The telecommute center should be appropriately scaled for the size of the development and shown on project plans for review by the City.

Source: TTEC

STRATEGY 15 – TELECOMMUTE AND/OR COMPRESSED WORK WEEK

Applicable Project Type(s): Non-Residential

Point Value: 2

Telecommuting and compressed work weeks are strategies employers can implement to reduce the number of commute days for employees. Telecommute programs enable employees to work wholly or partially from home or another remote location. Compressed work weeks allow employees to work fewer but longer days.

As part of this strategy, the employer must adopt and maintain a formal policy for telecommuting and/or compressed work weeks that is approved by the City.

Source: Multiplier

STRATEGY 16 – DELIVERY SUPPORTIVE AMENITIES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Secure, easily accessible, and well-lit delivery amenities such as delivery lockers can reduce the number of trips residents and employees make to pick up deliveries at off-site locations, especially for larger items. This amenity should be shown on project plans for review by the City.

Source: Liss Technologies Group

STRATEGY 17 – ON-SITE CHILDCARE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 3

Providing on-site childcare during typical working hours can help reduce the need for residents or employees to make daily pick-up and drop-off driving trips. This amenity should be shown on project plans for review by the City.

Source: Building Owners and Managers Association International

STRATEGY 18 – SHUTTLE BUS SERVICE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 5

Establishing a free shuttle service for employees between key destinations can help reduce employee vehicle trips, encourage transit use, and bridge the first/last mile gap between transit stations and work. Such a service can also be applicable for larger residential development projects. This strategy would require coordination with the City and other agencies. It would be limited to projects that can demonstrate that a shuttle service would bridge a critical gap between the project site and other destination(s) such as a Sprinter station.

Source: City of Irvine

STRATEGY 19 – VANPOOL PROGRAM WITH DESIGNATED VAN PARKING SPACE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 6

Vanpool provides groups of up to 15 people with a cost-effective and convenient shared commuting option. Employers can encourage their employees to vanpool through subsidies or another formal program. SANDAG currently provides a grant program for employer vanpools.

A reserved parking space for the vanpool vehicle must be provided on-site. In addition, a dedicated driver for the vanpool must be assigned who is available during working hours.

The TDM plan must include information pertaining to frequency, availability, and how to use/participate in the vanpool. Both the TDM plan and the information center (Strategy 02) must include information on the reservation system for employees and residents.

Note, this strategy could also be implemented by larger residential projects.

This strategy differs from carshare (Strategy 08) in that the vanpool program with dedicated driver is for one-way commute trips, while the carshare vehicle is available at all times for employees to use individually or in groups, including for various trips throughout the workday.

Source: CommuteSmart

STRATEGY 20 – UNBUNDLED PARKING

Applicable Project Type(s): Residential

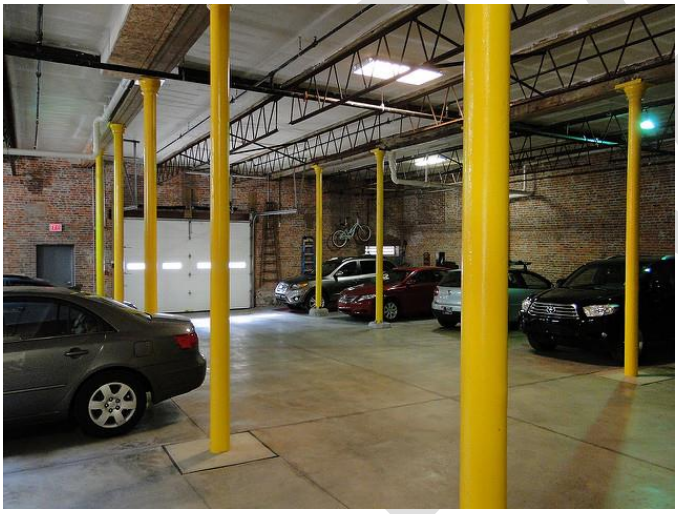
Point Value: 1

Unbundling parking involves separating a residential project's rent from parking cost. Tenants are given the option to pay for a parking space's rent separate from the rent of the unit itself, instead of the current practice where the cost of parking is included in total rent.

This strategy has limited effectiveness in areas where nearby free, unrestricted, and under-capacity on- or off-street parking could accommodate the project's parking demand. The applicant must demonstrate that the parking demand near the site is at least 85% of capacity during peak demand periods. This strategy is context dependent and would need to be approved by the City after consultation.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City's minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.



Source: New England Building Supply

STRATEGY 21 – PRICED PARKING

Applicable Project Type(s): Non-Residential

Point Value: 1

Pricing on-site workplace parking increases the cost of choosing to drive to work and can encourage a shift to transit, carpooling, and other modes.

This strategy has limited effectiveness in areas where nearby free, unrestricted, and under-capacity on- or off-street parking could accommodate the project's parking demand. The applicant must demonstrate that the parking demand near the site is at least 85% of capacity during peak demand periods. This strategy is context-dependent and would need to be approved by the City after consultation.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City's minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
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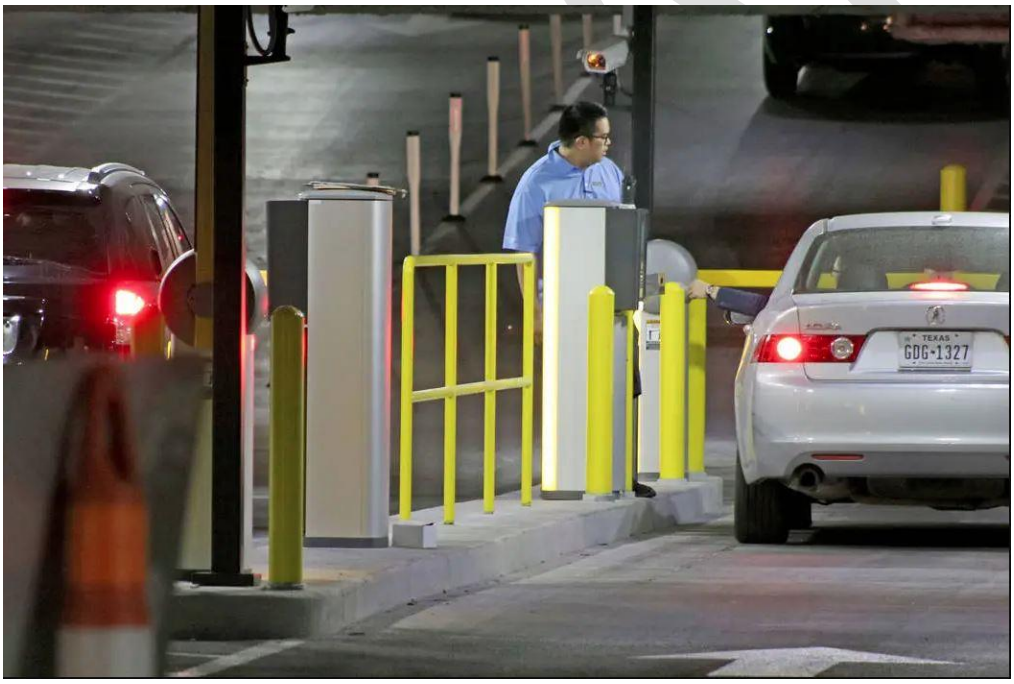


Source: Las Vegas Review-Journal

STRATEGY 22 – PARKING CASH-OUT

Applicable Project Type(s): Non-Residential

Point Value: 1

Under a parking cash-out program, employers who are providing subsidized parking can offer employees the cash value of a parking space to forgo the parking space itself. This strategy is only applicable where employers pay for or rent parking for their employees.

This strategy has limited effectiveness in areas where nearby free, unrestricted, and under-capacity on- or off-street parking could accommodate the project's parking demand. The applicant must demonstrate that the parking demand near the site is at least 85% of capacity during peak demand periods. This strategy is context-dependent and would need to be approved by the City after consultation.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City's minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.

Source: Texas Parking Services

STRATEGY 23 – ON-SITE FLEET OF BICYCLES, E-BIKES, AND/OR SCOOTERS

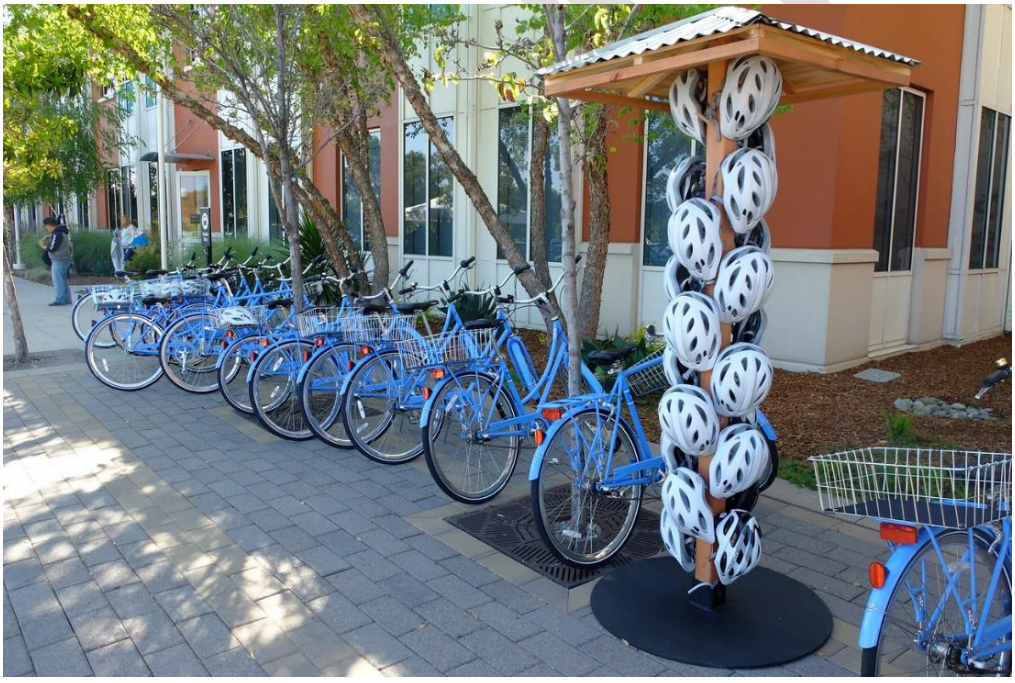
Applicable Project Type(s): Residential and Non-Residential

Point Value: 5

Bikeshare and scootershare programs can help reduce vehicle trips by providing on-demand access to bikes and scooters for short-term trips. In addition, e-bikes can help increase the range of these trips, increasing the program's convenience. Projects can provide an on-site fleet for residents and/or employees to support a shift away from driving for short trips. The project must provide as many shared use bikes, e-bikes, or scooters as the number of required bike parking spaces, or at least five (5) bikes, e-bikes, or scooters (whichever is higher). The TDM plan must detail the proposed types of bikes, e-bikes, or scooters being provided for City approval.

To be eligible for point credit under this strategy, projects must be located within one-half mile of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City's minimum design widths, or protected bike lanes/separated bike lanes/cycle track.



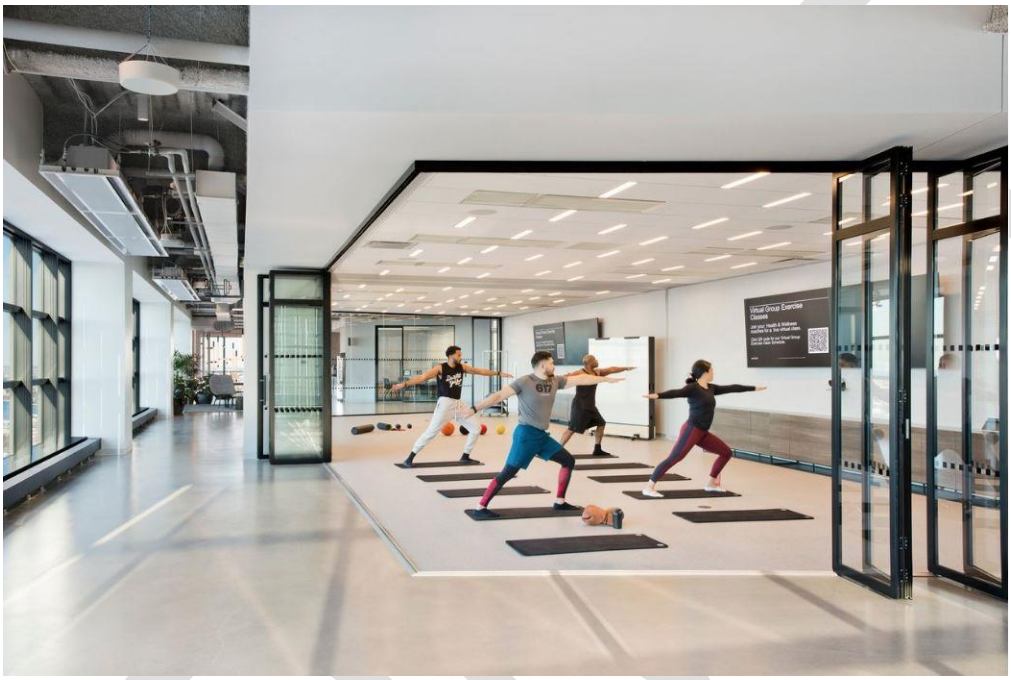
Source: Bikes Make Life Better

STRATEGY 24 – MIXED USE DEVELOPMENT WITH ON-SITE AMENITIES/SERVICES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 2

On-site amenities can reduce the need for residents and employees to drive for errands during the day. Such services can include cafeterias, gyms and wellness centers, retail shops, and cafes/restaurants.



Source: The Wall Street Journal

STRATEGY 25 – OFF-SITE PEDESTRIAN SUPPORTIVE STRATEGIES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1-2 points per feature

Providing pedestrian-supportive facilities offsite (not on the project site or along the project frontage) can reduce greenhouse gas emissions by reducing overall driving trips in San Marcos. Pedestrian improvements can increase walking comfort and convenience, encouraging people who live, work, or visit the city to walk when possible. Facilities that improve the pedestrian experience can include, but are not limited to:

- Sidewalk connections
- New landscaped buffers between the sidewalk and vehicular traffic
- Bulbouts and curb extensions
- High-visibility crosswalks
- High-visibility curb ramps with truncated domes
- Pedestrian traffic signals

This strategy will require coordination and consultation with City staff to determine appropriate locations and designs.

Source: National Association of City Transportation Officials

STRATEGY 26 – HIGH-COST OFF-SITE TRANSIT STOP AMENITIES AND UPGRADES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 3 points per feature

Bus stop improvements improve transit passenger comfort, reduce barriers to taking transit, and encourage higher transit mode share throughout the city. Bus stop improvements can also speed up boarding and alighting. Highly effective bus stop amenities and upgrades can include, but are not limited to:

- Shelters
- Benches
- Real-time bus information technology

Amenities should be selected in coordination with the transit agency and City staff during the entitlement process.

Source: National Association of City Transportation Officials

STRATEGY 27 – LOW-COST OFF-SITE TRANSIT STOP AMENITIES AND UPGRADES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1 point per feature

Low-cost bus stop improvements can also increase transit comfort and convenience, improve the waiting experience, or provide helpful information to riders. Low-cost bus stop amenities and upgrades can include, but are not limited to:

- Trash receptacles
- Static schedule and route displays
- Public art

Source: Pinellas Suncoast Transit Authority

STRATEGY 28 – OFF-SITE BICYCLE INFRASTRUCTURE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 3-5 points per mile

Providing bikeways offsite (not on the project site or along frontage the project is required to improve) can reduce greenhouse gas emissions by reducing overall driving trips in San Marcos. Increased bikeway mileage can support bicycling comfort and convenience, encouraging people who live in, work in, or visit the city to bicycle when possible. Applicable bikeway types consist of the following:

- Class I bike paths and multi-use paths
- Class II bike lanes and buffered bike lanes
- Class IV one-way or two-way protected bike lanes (also known as separated bike lanes or cycle tracks)

To qualify, new bicycle infrastructure must be identified as part of the City's planned bikeway network and must close or contribute to the closure of a gap between two existing bikeways or extend an existing bikeway. The number of points per mile will be determined in consultation with City staff based on the type(s) of bicycle infrastructure and benefit value to overall trips reduction.

Source: National Association of City Transportation Officials

STRATEGY 29 – OTHER MEASURES

Applicable Project Type(s): Residential and Non-Residential

Point Value: To be determined on an individual basis

Should a project not be able to meet requirements through the menu of available strategies (e.g., due to infeasibility), applicants can work with City staff to develop other TDM strategies that are feasible for the site and would reduce vehicle trips.

Source: City of Seattle

Figure 1: Half-Mile Walking Distance from Transit (North)

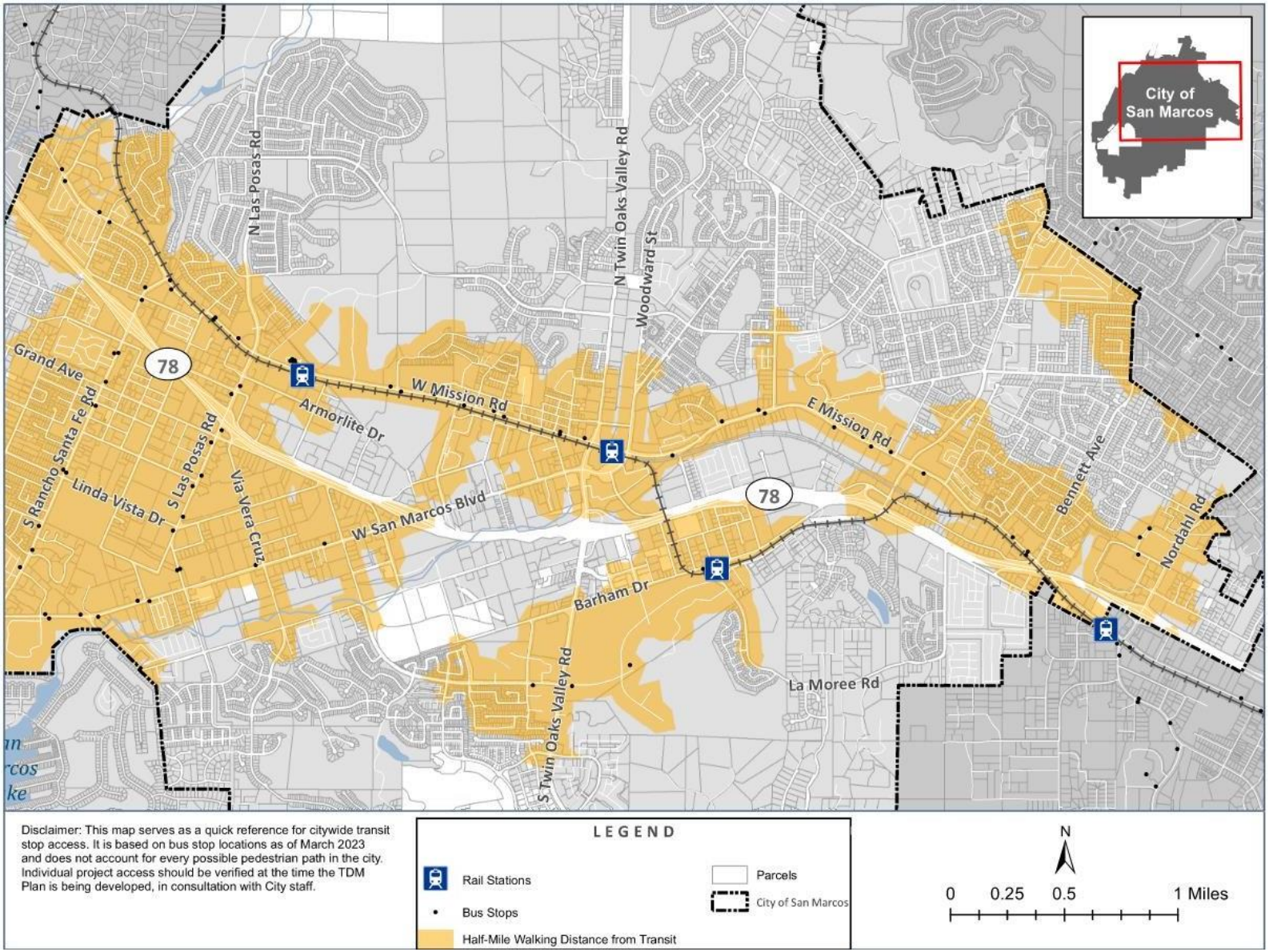


Figure 2: Half-Mile Walking Distance from Transit (Central)

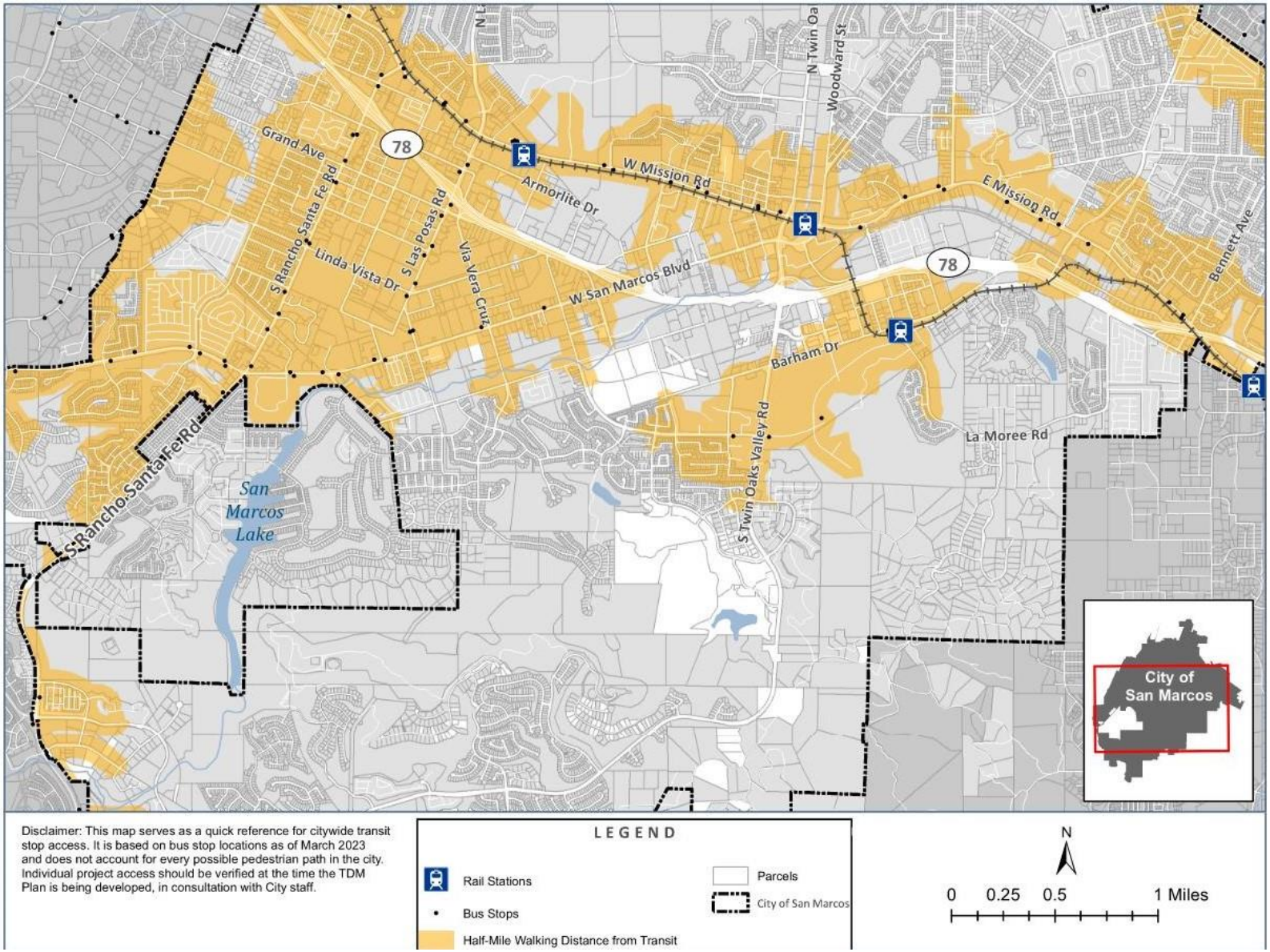


Figure 3: Half-Mile Walking Distance from Transit (South)