Hexagon Transportation Consultants, Inc.

4249 Cheeney Street Residential Development

Transportation Demand Management (TDM) Plan

Prepared for:

The City of Santa Clara on behalf of MFA Construction, Inc.

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1. Introduction

Transportation Demand Management (TDM) combines services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, greenhouse gas emissions, and air pollution problems. TDM aims to promote more efficient utilization of existing transportation facilities and ensure that new developments maximize the potential for sustainable transportation usage. This TDM Plan has been prepared for the proposed residential development at 4249 Cheeney Street in Santa Clara, California.

This Plan meets the criteria outlined in the *City of Santa Clara 2022 Climate Action Plan*. According to the *Climate Action Plan*, all multifamily residential developments are required to reduce vehicle miles traveled (VMT) by 20 percent with a 10 percent reduction through active TDM measures. The Plan includes monitoring and reporting programs that will detail residents' awareness and use of the TDM programs to determine the VMT reduction for the project.

This TDM Plan includes a range of measures designed to reduce the trips by the project's residents. The amount by which each active TDM measure is expected to reduce VMT has been quantified using the California Air Pollution Control Officers Association (CAPCOA) December 2021 report, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. Based on this handbook's projections, the TDM program will exceed the required 10 percent VMT reduction from active TDM measures.

Project Description

The proposed development would be at 4249 Cheeney Street in Santa Clara, California (see Figure 1). The project would comprise nine for-sale townhomes on a 22,500 square foot (s.f.) site. The project site is currently vacant. Parking would be provided within a garage in each individual townhome for both vehicles and bicycles. One driveway on Cheeney Street provides access to the site (see Figure 2).

Figure 1
Site Location

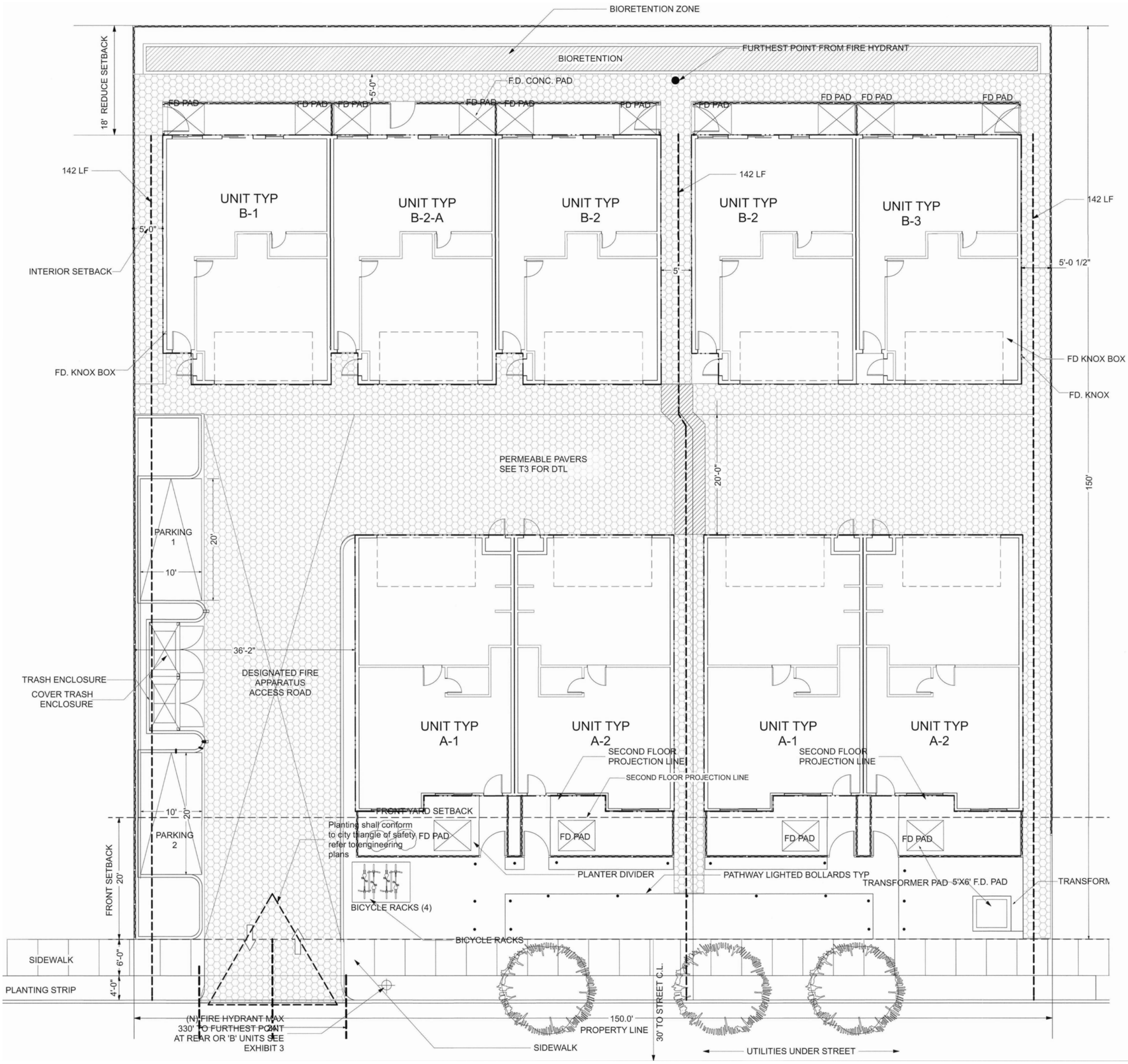


Figure 2
Site Plan

Project Trip Generation and Trip Reduction Target

Trip generation resulting from the development was estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition* (2021). Trips that would be generated by the proposed development were estimated using the ITE trip rates for "Single-Family Attached Housing" (Land Use 215). The "Single-Family Attached Housing" ITE land use category includes duplexes and townhomes/rowhouses.

Based on the published trip rates, the proposed residential development is expected to generate 65 daily vehicle trips (see Table 1). The project is required to reduce VMT by 20 percent (10 percent from active TDM measures and 10 percent from the project description and location). A reduction in VMT is equivalent to a reduction in trips. With the required 20 percent VMT reduction, the vehicle trips generated by the project should not exceed 52 daily trips.

Table 1
Project Trip Estimates

		Daily	
Land Use	**Size**	**Rate**	**Trip**
Proposed Land Use			
Multifamily Housing [1]	9 DU	7.20	65
VMT Reduction Requirement (20%)			***-13***
Net Project Trips			**52**

Source: *ITE Trip Generation Manual*, 11th Edition, 2021
Notes:
DU = Dwelling Unit
1. Average rates for Single-Family Attached Housing (Land Use 215) used.

2.
Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include buses, and bicycle and pedestrian facilities. This chapter describes existing facilities and services near the project site that would support the TDM measures described in this Plan.

HOV Lanes

High-Occupancy Vehicle (HOV) Lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more occupants (carpool, vanpool, and buses), motorcycles, and ILEVs (a subcategory of clean-fuel vehicles that have essentially no fuel vapor emissions) during the morning (6:00 to 9:00 AM) and evening (3:00 to 7:00 PM) commute periods. HOV lanes are present on Montague Expressway in the project vicinity.

Express Lanes restrict use to vehicles with FasTrak to pay tolls, which can be discounted for waived for carpools, vanpools, motorcycles, and eligible Clean Air Vehicles, during the weekday hours of 5:00 AM to 8:00 PM. Express Lanes are present on US 101 in the project vicinity.

HOV and Express Lanes serve as an incentive for ridesharing by reducing the travel time of those who use them. A list of HOV and Express Lane hours of operation and restrictions is available at https://511.org/carpool/lanes.

Transit Services

Existing transit services within the project vicinity are provided by the Santa Clara Valley Transportation Authority (VTA). There is one bus route within one-half mile walking distance of the project site. VTA Local Route 20 serves the project vicinity with the closest bus stop located approximately 320 feet from the project site on Agnew Road at Cheeney Street. The bus route is described in Table 2 and shown on Figure 3.

Figure 3
Existing Transit Services

Table 2
Existing Transit Services

Bus Route	Route Description	Closest Stop and Distance to Project Site	Weekday Hours of Operation[1]	Headway (minutes)[1]
Local Route 20	Milpitas BART - Sunnyvale TC	Agnew Rd & Cheeney St, 320 ft	6:15 AM - 8:00 PM	30

Note:
1. Approximate weekday operation hours and headways during peak commute periods in the project area, as of July 2024.

Great America Station

Great America Station provides connections to Amtrak, Capitol Corridor, Altamont Corridor Express (ACE), and several VTA shuttles. Great America Station is within biking distance of the project, approximately 1.1 miles from the project site.

Capitol Corridor Commuter Rail Service

The Amtrak Capitol Corridor provides commuter rail service between Sacramento and San Jose. The Capitol Corridor operates 12 westbound and eastbound trains on weekdays with more westbound trains in the morning and more eastbound trains in the afternoon. At Great America Station, there are three westbound trains during the AM commute period and two eastbound trains during the PM commute period with 60- to 120-minute headways.

ACE Commuter Rail Service

ACE provides commuter rail service between Stockton and San Jose. ACE operates four westbound trains heading to San Jose in the morning and four eastbound trains heading to Stockton in the evening with 60- to 90-minute headways on weekdays.

VTA Services

VTA provides bus, shuttle, and light rail service throughout Santa Clara County. At Great America Station, VTA operates eight ACE shuttles. Two light rail lines and several VTA buses have stops nearby. The ACE shuttles connect Great America Station to nearby cities, including Sunnyvale, Mountain View, Milpitas, and San Jose, during commute periods.

Pedestrian Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Cheeney Street and Agnew Road. Crosswalks with pedestrian signal heads are located at the nearby signalized intersection of Lafayette Street and Agnew Road. Crosswalks are also located along some legs of the nearby unsignalized intersections along Agnew Road, at Davis Street, Fillmore Street, and Lakeshore Drive. Overall, the existing network of sidewalks and crosswalks provides pedestrians with safe routes to transit services and other points of interest in the project vicinity.

Bicycle Facilities

The bicycle facilities that exist within one-half mile of the project site (see Figure 4) include Class I shared use paths and Class II bicycle lanes. Shared use paths are paved trails completely separated from the street that allow two-way travel by people bicycling and walking. Bike lanes are striped preferential lanes on the roadway for one-way bicycle travel adjacent to vehicle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or parking lane.

Access to the San Tomas Aquino Creek Trail is provided via Agnew Road and is located one-half mile from the project site. The San Tomas Aquino Creek Trail spans about 7.6 miles from the San Francisco Bay Trail in Santa Clara to Homestead Road.

Striped bike lanes are present along Lafayette Street north of Agnew Road, Hope Drive, Agnew Road east of the San Tomas Aquino Creek Trail, Wyatt Drive, Burton Drive, and Mission College Boulevard.

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are most appropriate for low-speed and low-volume streets. However, Santa Clara County classifies the County expressways as Class III bicycle routes, with bicycle travel generally expected on the shoulder. Bicycles are permitted on Montague Expressway in the project vicinity. However, due to high speeds and traffic volumes, the expressway is recommended for use only by bicyclists with advanced skills. While the residential streets surrounding the project site are not marked as bicycle routes, the low speeds and volumes are conducive to bicyclists.

Figure 4
Existing Bicycle Facilities

3.
Proposed TDM Measures

This chapter describes TDM measures that will be implemented by the proposed residential project to meet the 10 percent VMT reduction requirement through active TDM measures. The TDM measures include planning and design measures that encourage walking, biking, and the use of transit. Table 3 shows the active TDM measures that will be implemented by this project. An indication of who will have primary responsibility for implementing each measure is also shown in the table.

The project's VMT reduction has been estimated using the CAPCOA December 2021 report, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, which provides an initial indication of a TDM Plan's likely effectiveness in various settings. Based on this source, it is expected that the proposed active TDM measures will exceed the 10 percent VMT reduction requirement set forth in the City's *Climate Action Plan*.

After the project has been occupied and the TDM Plan has been implemented, driveway counts should serve as the monitoring tool to determine if the total goal of a 20 percent VMT reduction has been met (10 percent from active TDM measures and 10 percent from the project description and location). If not, the homeowners association will be responsible for implementing additional measures.

TDM Administration and Promotion

Designated Transportation Coordinator

The homeowners association will identify a designated contact to support the TDM programs who will have Transportation Coordinator duties and be responsible for implementing commuter programs for the residents.

The Transportation Coordinator's primary responsibility will be implementing the TDM programs throughout the project and will be available to answer questions from residents. That person's name and contact information will be provided to the City. The Transportation Coordinator will proactively present alternative transportation programs to commuters and will be responsible for ensuring that residents are aware of all transportation options and how to fully utilize the TDM Plan. The Transportation Coordinator will provide the following services and functions to ensure the TDM Plan runs smoothly:

- Provide transportation information to all current and prospective residents.
- Maintain and distribute the resident welcome flyer.
- Maintain an online kiosk with information about alternatives to driving alone to work.

- Prepare periodic rideshare articles or emails. Commuter marketing will promote incentives and generate excitement about commuting alternatives.
- Register with the BAAQMD to receive regional air quality forecast bulletins about unhealthy air quality days for the Spare the Air program. Residents will receive these email updates to encourage alternative transit modes during peak advisory periods.
- Manage annual surveys and submit annual TDM monitoring reports to the City. The results will be used to determine whether the implemented TDM measures are effective and whether new TDM measures should be implemented.

Table 3
Proposed Active TDM Measures

TDM Measure	Implementation Responsibility	Max VMT Reduction
Program Administration		
Designating a Transportation Coordinator	Homeowners Association	
Online Kiosk/TDM Information Board [1]	Transportation Coordinator	
Transportation Information Brochures	Transportation Coordinator	2.3% [2]
Participation in Transportation Management Association	Homeowners Association	
Trip Planning Assistance	Transportation Coordinator	
Transit Elements		
Transit Subsidy	Homeowners Association	5.5% [3]
Resources (schedules, route maps & other info)	Transportation Coordinator	
Carpool/Vanpool		
Incentives for New Carpools/Vanpools	Available to public	--
Bicycle Facilities		
Bicycle Parking	Building Developer	--
Resources (bikeway maps & other info)	Transportation Coordinator	
Ride Matching Programs		
Ridematching Assistance	Transportation Coordinator	--
VTA Ridematching Service	Available to public	
Pedestrian Facilities		
Pedestrian Scale Lighting	Building developer	
New Sidewalks	Building developer	6.4% [4]
Other On-Site Amenities		
High-Bandwidth Internet Connection	Building developer	--
	Total Maximum VMT Reduction from Active TDM:	**14.2%**

Notes:
1. The building developer will have initial responsibility for creating an online kiosk and appointing the Transportation Coordinator. After the building is occupied, the Transportation Coordinator will have ongoing responsibility for the online kiosk and various program elements.
2. The VMT reduction for the program administration measures reference Measure T-23 Provide Community-Based Travel Planning from the CAPCOA Handbook.
3. The VMT reduction for the subsidized or discounted transit program measure references Measure T-9 Implement Subsidized or Discounted Transit Program from the CAPCOA Handbook.
4. The VMT reduction for the new sidewalks measure references Measure T-18 Provide Pedestrian Network Improvement from the CAPCOA Handbook.

Information and Marketing

Information will be provided to prospective residents to build awareness of the TDM programs, on-site amenities, and incentives for utilizing alternative modes. The information will include a variety of transportation options and links to the online transportation kiosk and relevant websites and apps. In addition to providing the information directly to residents, information and marketing materials will also be posted in prominent on-site locations, such as shared common spaces.

New Resident Welcome Flyer

The applicant will provide future residents with a commuter flier to be included with the new resident orientation materials. This flier will include (but is not limited to) information about transit opportunities, bicycle routes, and available resources. Upon full occupancy of the homes, this function will be taken over by the Transportation Coordinator.

Online Transportation Kiosk

This TDM Plan proposes to establish an “online kiosk” with transportation information that residents could access from their smart phones, their desk at home, or anywhere else. In addition to including all of the non-auto transportation alternatives that will be provided in the new resident welcome flyer, the online kiosk can have a list of nearby restaurants and entertainment uses to help encourage residents to walk to their destinations.

The developer will have responsibility for setting up this online information center. The Transportation Coordinator will have responsibility for maintenance of the online kiosk with information regarding up-to-date non-auto transportation alternatives. Additionally, transportation news and commuter alerts will be posted online. TDM-related links and information will be posted on this forum, and the Transportation Coordinator will have host permissions to send residents email notifications pertaining to the TDM Plan and measures. The online kiosk will include information about all the measures, services, and facilities discussed in this Plan, including:

- A summary of VTA services and links to further information about their routes and schedules.
- Bicycling resources on 511.org.
- Local bikeways map.
- Information about ride matching services via SmartCommute.
- A link to the many other trip planning resources available in the Bay Area such as Moovit, Waze, real-time traffic conditions, etc.

Transportation Management Association (TMA)

The applicant will join a privately funded and administered Transportation Management Association (TMA) if one is established for the area including the project site. TMAs are associations of businesses, property owners, tenants, and cities that offer programs and services to give commuters alternatives to driving alone. Many TMAs offer shuttle bus services and guaranteed ride home programs. They typically promote ridesharing, offer matching services, and help people seeking alternatives to driving alone. The TMA also may help to implement, coordinate, and manage VMT reduction programs as determined appropriate by the TMA members.

VMT Reduction

Participation in a TMA, information, marketing, and designating a TDM Coordinator is estimated to achieve a 2.3% VMT reduction, based on Measure T-23 Provide Community-Based Travel Planning from the CAPCOA Handbook. Increased resident targeting and participation will increase the effectiveness of this TDM measure.

Transit Elements

Subsidized Transit Passes

Subsidized transit passes are an effective means of encouraging residents to use transit rather than drive to work. Transit passes allow residents to save money and avoid the stress of driving during commute periods. One element of this TDM Plan is to provide residents with financial incentives to utilize public transit when commuting to and from the project site.

Since the project would provide less than 25 residential units, it is not eligible for the popular VTA SmartPass program. Therefore, the homeowners association will choose the best fit for the project. The homeowners association can cover the partial or total monthly cost of transit for those residents who use it through a reimbursement program requiring monthly receipts or purchase transit passes themselves and distribute them to residents.

VMT Reduction

Subsidized transit passes are estimated to achieve a 5.5% VMT reduction, based on Measure T-9 Implement Subsidized or Discounted Transit Program from the CAPCOA Handbook. Increasing the dollar amount of the transit subsidy will increase the effectiveness of this TDM measure.

Pedestrian Facilities

Pedestrian Scale Lighting

The project will include pedestrian scale lighting throughout the site. This measure will encourage residents to walk to nearby destinations and ensure well-lit paths to nearby transit stops.

New Sidewalk

The project will provide a new detached sidewalk along its frontage on Cheeney Street. New landscaping and lighting will be provided along the sidewalk in order to enhance the pedestrian environment.

VMT Reduction

The new sidewalk and lighting are estimated to achieve a 6.4% VMT reduction, based on Measure T-18 Provide Pedestrian Network Improvement from the CAPCOA Handbook.

Bicycle Facilities

Bicycle Parking

Providing secure bicycle parking encourages bicycle commuting and reduces daily vehicle trips. Bicycle parking facilities will include:

- Four short-term bicycle racks located adjacent to the driveway on Cheeney Street; and
- Secured bicycle parking provided within each townhome’s garage.

VMT Reduction

While the City's General Plan encourages new developments to provide on-site bicycle facilities, the CAPCOA Handbook classifies bicycle parking as a supporting or non-quantified reduction measure. Supporting measures may potentially achieve a VMT reduction on their own or support the effectiveness of other TDM measures.

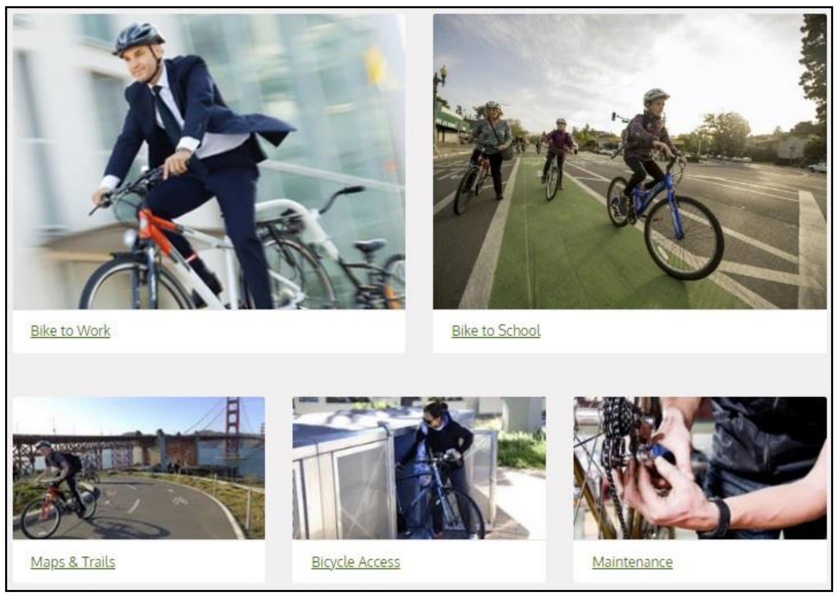
Resources & Incentives

Bicycle Resources

The virtual transportation kiosk or website will provide resources helpful to cyclists, including local and regional bikeway maps and bikes on transit guides.

The following resources are available to bicycle commuters through 511.org. Residents who are bicycle commuters will find cycling information at https://511.org/biking. The 511 system provides significant resources for bicycle commuters, including:

- Bicycle and trail maps
- Location of bike lockers
- How to take your bike on public transit
- How to take your bicycle across Bay Area toll bridges
- How to ride safely in traffic
- Tips for bike selection
- Links to bicycle organizations
- Bike to Work Day
- Bike Commute Calculator
- Bike maintenance
- Tips on bike commuting



Transit Resources

The virtual transportation kiosk or website will also provide resources helpful to transit riders. The following comprehensive guides were developed by Silicon Valley Transit Users, an independent advocacy group, and are available to the public at https://www.svtransitusers.org/.

- VTA First-Time Transit Rider Guide
- Transit Etiquette
- Transit Safety and Security Tips
- Riding Public Transit in Inclement Weather
- Guides for Taking Transit to local Sporting Events, the SJC Airport, Shopping Centers, Convention Centers, and more

Trip Planning Resources

Residents may not be aware of several free trip-planning resources. The virtual transportation kiosk will include information on these services.

Google Maps

Google has collaborated with select regional transit agencies (including VTA, Caltrain, and ACE) to provide a public transit planner to riders. Residents can find free services online at www.google.com/maps/dir/.

Transit for VTA

The Transit app is endorsed by VTA as the official app for trip planning and real-time information. Transit app users are automatically upgraded to the premium subscription of Transit Royale for a period of two years. The app offers commuters the ability to schedule trips in advance, customize the app, and compete with other riders on the app.

Clipper App

Clipper is the Bay Area's regional transit fare payment system, allowing users to travel on all Bay Area transit including bus, rail, ferry, and train. The traditional Clipper card stores cash value and transit passes. With the Clipper app, commuters can add cash value and passes, set up Autoload, and view user activity, real-time transit information, and helpful trip planning tools.

Ride Matching Resources

SmartCommute

SmartCommute is VTA's free ridematching service that provides an interactive system to help commuters find carpool and vanpool partners. The Transportation Coordinator will promote this online program to residents. The free carpool and vanpool matching tool helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users provide their commute information and get matched with other users. Participants can then search and view potential trip matches that are based on a specific radius from the origin, destination, and along the route and may contact them to discuss schedules and see if the match is a good fit. The service also provides a range of travel options for a user's trip and the impacts associated with each choice to help the user make an informed decision.

Carpool/Vanpool Incentives

SmartCommute

SmartCommute provides users with challenges, incentives, and events. Challenges are competitions among users to gain rewards through trip logging. Incentives are earned by users when available by working towards certain requirements or collecting redeemable points to use to buy an item. Events can be set up by users to share information about travel options when a user is hosting an in-person event. Users can also view upcoming events in their area and learn more about their own travel options.

Vanpool Programs

The Transportation Coordinator will inform the residents about the $500 monthly vanpool subsidy from 511.org and the Metropolitan Transportation Commission (MTC). The Bay Area Vanpool Program partnered with Commute with Enterprise to provide an all-inclusive option to make vanpooling easy. A Commute with Enterprise vanpool comes with a newer model van or SUV. Qualified vanpools commuting within Santa Clara County can receive an additional $400 per month for the first year.

Guaranteed Ride Home

Guaranteed Ride Home (GRH) is VTA's free program to encourage people who work or attend college or adult education classes in Santa Clara County to use a sustainable mode of transportation while commuting. The program provides reimbursement on the cost to get home in the event of an emergency. Participants are eligible to receive up to six reimbursements a year or $500 in total reimbursements, whichever comes first. Each qualified trip may be reimbursed up to $125.

On-Site Amenities

High-Bandwidth Internet Connection

The residential units will include the ability for high-bandwidth internet connections to facilitate telecommunicating. Access to high-bandwidth internet connections will allow residents to work from home and therefore reduce the number of commute trips to and from the project site.

VMT Reduction

While providing on-site amenities is consistent with Transportation Demand Management Policy 5.8.5-P2 in the City of Santa Clara 2010-2035 General Plan, and the General Plan also promotes programs that reduce vehicle trips, such as telecommuting and off-site business centers, the CAPCOA Handbook does not reference reductions for this measure. However, it is expected that on-site amenities that are planned for the project will contribute to achieving a VMT reduction.

Transportation Network Companies

On-demand transportation services such as Lyft and Uber are also available for resident use. These services, known as Transportation Network Companies (TNCs), provide another transportation option available for residents who choose not to drive. While trips made by on-demand ride services do not eliminate a vehicle trip, the availability of such services may help to dissuade residents from owning a car. Similar to the guaranteed ride home program offered by VTA and some employers, residents are more likely to use transit, walk, or bike as their primary mode of travel if they are assured that they can get a ride when needed. On-demand ride service vehicles can use on-street parking along the project frontage when dropping off or picking up residents and guests.

4.
TDM Implementation and Monitoring

The Plan's purpose is to reduce VMT and minimize single-occupancy vehicle trips. As required by the *Climate Action Plan*, the project will submit annual reports describing the effectiveness of the specifically implemented TDM measures. Reports will include the number of residents on site and the success of the measures, expressed in daily vehicle trips generated by the project.

Implementation

The project applicant will ensure that the TDM trip reduction measures are implemented. After construction and building occupancy, the applicant will identify a Transportation Coordinator. The Transportation Coordinator for the project will be responsible for implementing the ongoing TDM measures (e.g., maintaining the welcome flyer and online kiosk, marketing, and resident outreach).

Monitoring

As stated in the *Climate Action Plan*, the project is required to submit annual TDM monitoring reports to City staff to evaluate the progress of the TDM goals. The Transportation Coordinator will utilize annual resident survey data and driveway trip counts to evaluate the success of the TDM Plan. The annual survey and driveway trip count results will be submitted to the City for review after the first full year of occupancy, along with an assessment of whether the TDM measures implemented during the preceding year led to the targeted trip reduction. If it is determined that the target trip reduction has not been achieved, the report will outline additional measures to be adopted in the coming year to achieve the goal.

Resident Surveys

To monitor progress towards the TDM goal, the Transportation Coordinator will conduct an annual mode-share survey of all residents of the site to determine the mode share among residents, whether the existing TDM measures are effective, and whether residents prefer different TDM measures. A resident mode-share survey will be conducted six months after building occupancy and then in another six months to assess the effectiveness of the TDM measures based on the baseline mode share. The Transportation Coordinator will administer the surveys and communicate the results to the City along with the counts in the first monitoring report that occurs after one year.

In addition to obtaining quantitative data on the mode share, the survey will provide qualitative data regarding resident perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative transportation mode. The survey results will measure the relative effectiveness of individual program components and facilitate the design of possible program enhancements. Along with collecting information on mode share, the survey can gather data on bike storage and transit use.

Driveway Counts

Consistent with common traffic data collection principles, the project’s trip generation will be measured through driveway counts at the access point. The annual counts will be conducted for three weekdays, Tuesday through Thursday, when schools are in session to determine the daily project trips. The site Transportation Coordinator will work with an independent, third-party consultant to obtain traffic count data funded by the property owner and document the results in a TDM monitoring report. The date of the counts shall not be disclosed in advance to the residents. The Transportation Coordinator will have primary responsibility for ensuring that the surveys and driveways counts are conducted annually after the first full year of building occupancy.

Annual Reports

The Transportation Coordinator will submit reports with the results of the surveys to the City of Santa Clara’s Planning Division annually for the project's life. The annual report will include the Transportation Coordinator's contact information, mode-share survey results, and driveway counts which will be sent to the City of Santa Clara's TDM Program Manager, along with an assessment of whether the TDM measures implemented during the preceding year met the VMT reduction goal. If the report indicates that the project is failing to achieve the total 20 percent VMT reduction, additional TDM measures will be implemented. Program enhancements will be developed based on the findings of the TDM monitoring report regarding the resident’s awareness and usage of current TDM program elements. Additional TDM measures could include, but are not limited to, the following:

- provision of an on-site bike share program or other personal mobility options, or
- subsidize rideshare trips by residents.

The individual preparing these reports for the City will coordinate with City staff on the City's reporting requirements. The City will determine whether the site has met its annual target.