



# Connected Communities Ordinance Guidelines for Compliance for Travel Demand Study and Management Plan (TDM) Requirements

**Webinar 7/11/2023**

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# Agenda

Introductions

Background

Overview of Guidelines

Process overview

Materials

TDM Strategies

Questions & comments

# ★ Background

## What is Equitable Transit-Oriented Development?

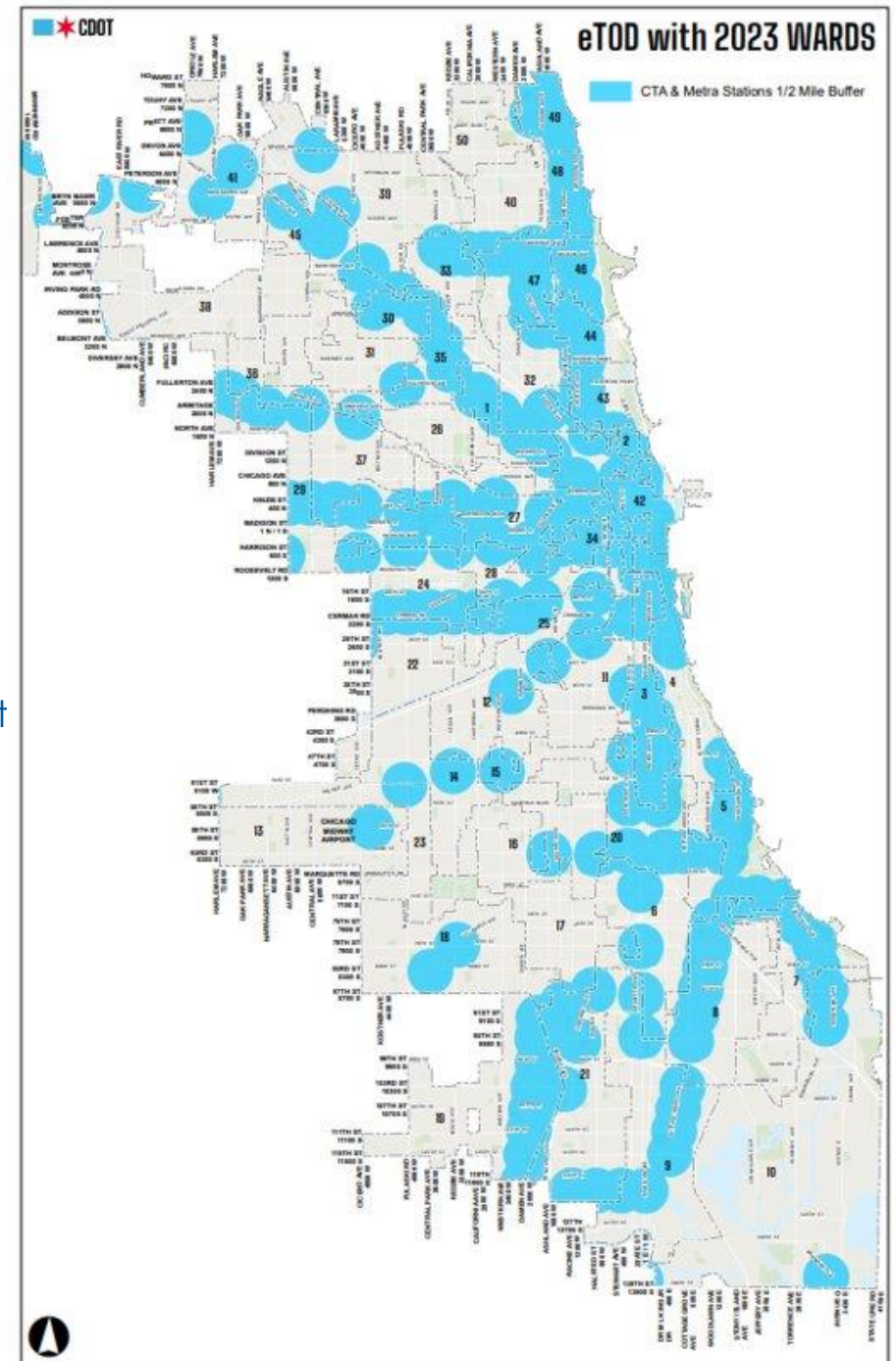
Equitable TOD (ETOD) is development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs.

An update to the zoning code, known as the Connected Communities Ordinance was passed in summer 2022. Connected Communities is the result of two years of engagement with over 80 community and civic stakeholders to build a truly equitable transit-oriented development policy.

## As directed by 17-3-0308 & 17-4-0301 of the Zoning Code

Specific criteria is outlined for Transit-Served Locations (TSLs) in B, C, or D zoning districts within ½ mile of rail stations as follows:

*“The project complies with the Travel Demand Study and Management Plan rules of the Chicago Department of Transportation. The City’s Commissioner of Transportation is authorized to issue **Travel Demand Study and Management Plan rules** consistent with this section.”*



# ★ FAQs



## What is Travel Demand Management (TDM)?

Travel (or Transportation) Demand Management (TDM) refers to strategies and policies designed to manage and reduce travel demand, with the **goal of reducing the number of Single Occupancy Vehicle (SOV) trips** and promoting sustainable transportation modes such as walking, cycling, and public transportation.

## Why is TDM important to Equitable Transit Oriented Development?

TDM is important to Equitable Transit Oriented Development because it promotes access to transportation options, addresses transportation affordability, reduces environmental impacts, enhances community connectivity, and helps mitigate displacement risks for marginalized communities. TDM strategies should come naturally to a transit oriented development by default.

[Chicago.gov/CDOTPRC](https://chicago.gov/CDOTPRC)

# ★ Why TDM?

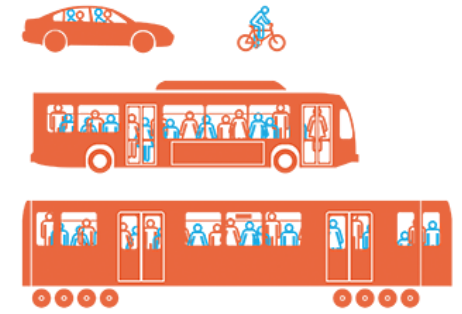
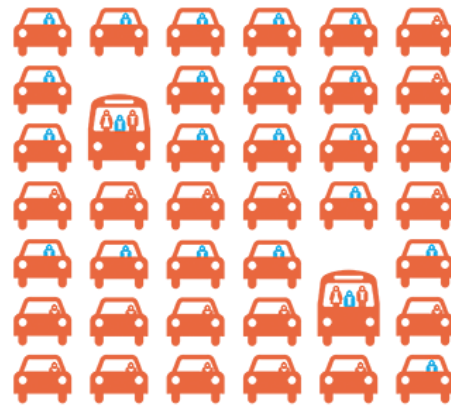
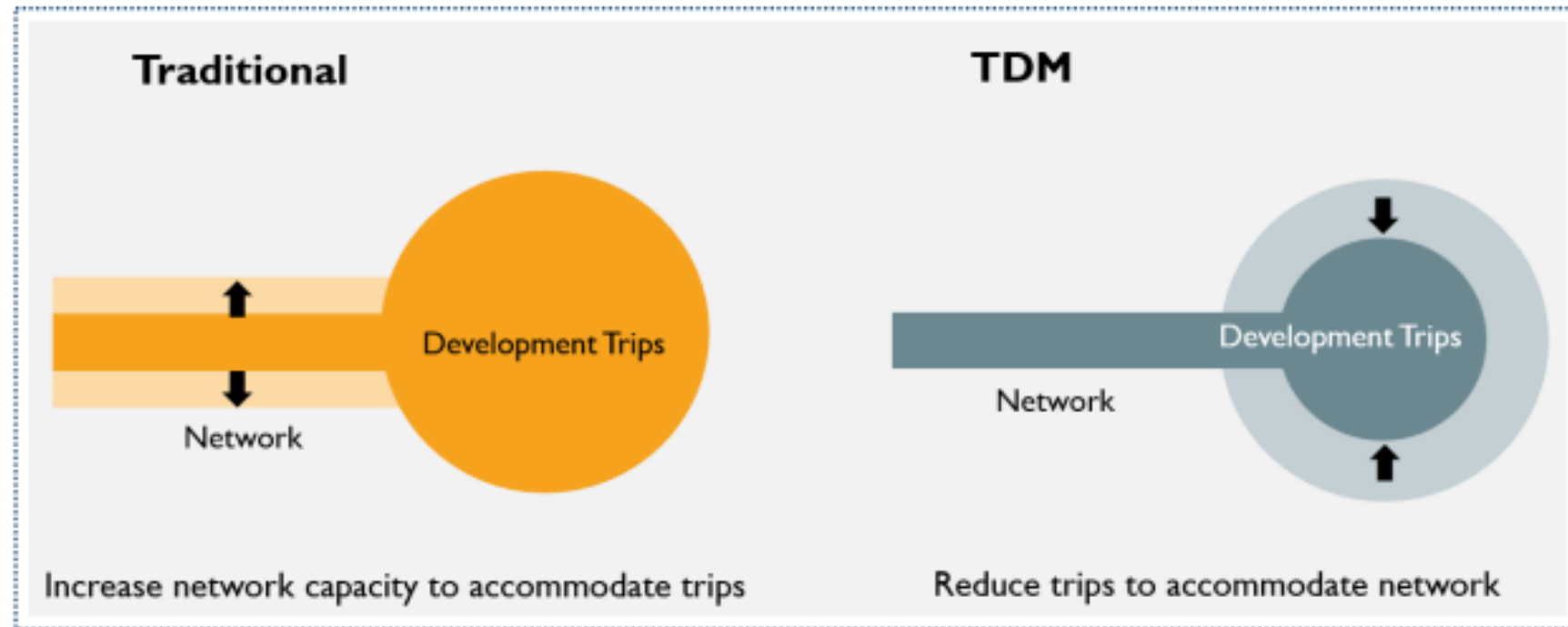


Image: MetroPlanning.org

- Reduce congestion
- Improve safety
- Improve health
- Accessible mobility
- Equitable access
- Support sustainability
- Limit overdevelopment of infrastructure

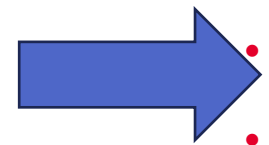


Traditional Congestion Management vs. Transportation Demand Management Model  
Image: CityofMadison.com



# Timeline of policy development

- 2013 – First TOD ordinance
- 2019 – TOD ordinance amendment
- 2020 – ETOD Working Group formed
- 2021/22 - Ordinance Drafting
- Summer 2022 Connected Communities Ordinance Passed
- 2022/23 CDOT engages research into TDM policy and implementation
- TDM guidelines drafted and put into effect June 16<sup>th</sup> 2023
- Q1 2024 – TDM Rules to be set through Law Department process
- Ongoing analysis and city-wide or regional TDM efforts





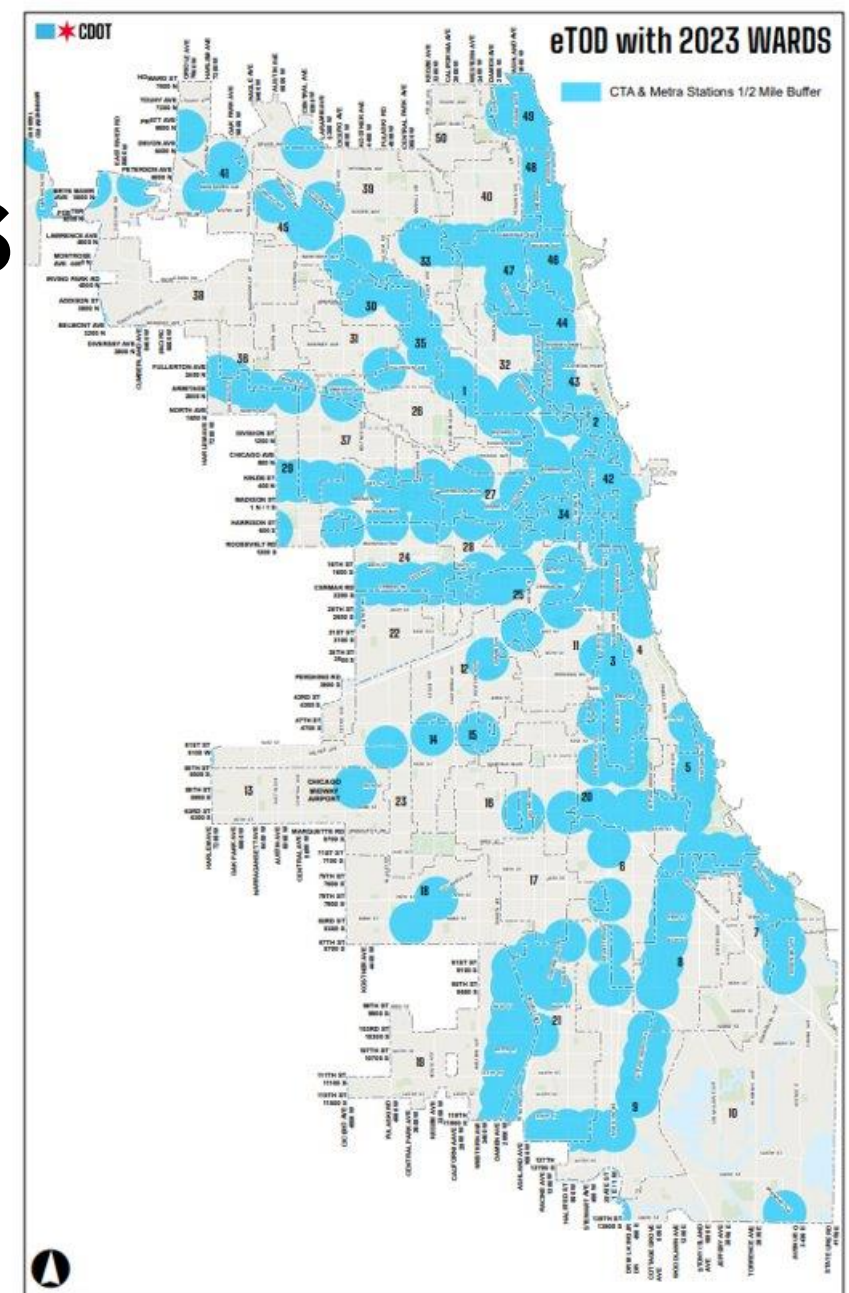
# Overview of Guidelines

available on [chicgo.gov/cdotprc](http://chicgo.gov/cdotprc)

## What projects are required to comply?

- NEW CONSTRUCTION only
- Within 1/2 mile rail station buffer only
- Review only required for Tier 1-3

TDM Requirement Criteria	No TDM compliance requirements; proceed under normal process	Send to CDOT for review and determination of requirements		
	Tier 0	Tier 1	Tier 2	Tier 3
Residential	<20 du	20-50 du	51-175 du	>175 du
Retail	<10,000 sf	10,000-30,000 sf	30,001 - 75,000 sf	>75,000 sf
Commercial (non-retail)	<30,000 sf	30,000-50,000 sf	50,001 - 150,000 sf	>150,000 sf
Industrial	<50,000 sf	50,001 + sf		

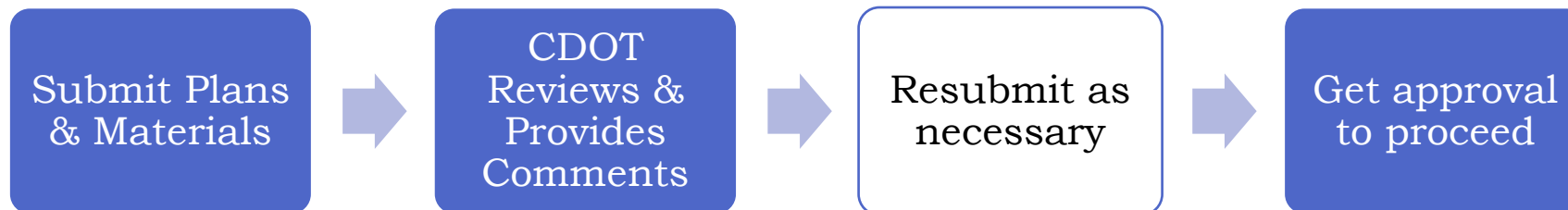




# Overview of Guidelines

available on [chicgao.gov/cdotprc](http://chicgao.gov/cdotprc)

- Requirements for smaller projects are waived
- Tiers are loosely structured to adapt to projects by scale
- Most projects will only require a memo outlining basic strategies
- Larger and more impactful projects will require a study and management plan for implementing advanced strategies
- An annual survey will be conducted by CDOT
- Guidelines are flexible, case by case review, in order to consider how to implement as rules

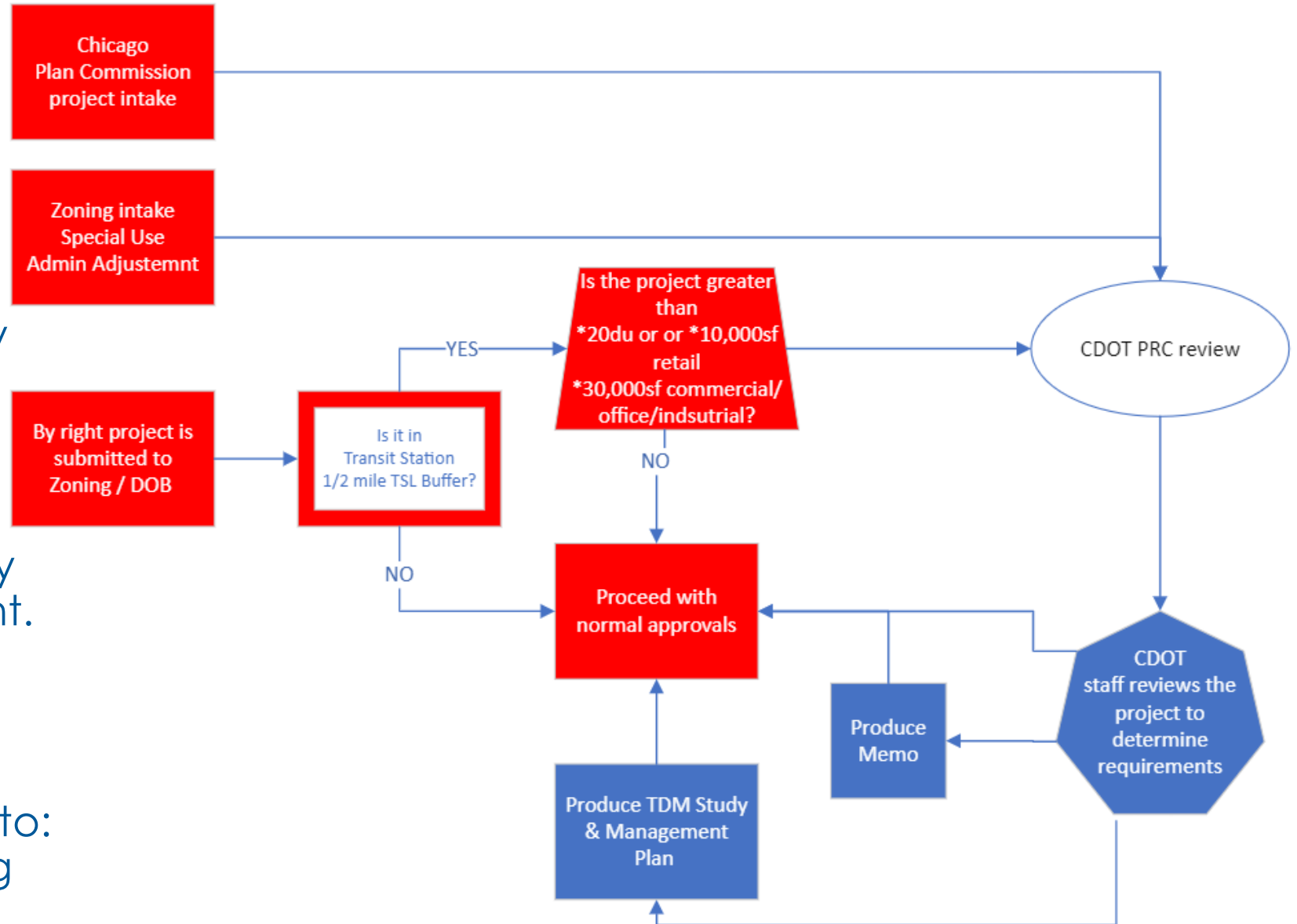






# Process Overview

- No change in submittal process for projects already requiring CDOT review.
- Some Zoning projects may require further review
- Larger by-right projects may trigger a review requirement.
  
- Email site plans & materials to: [cdotprc@cityofchicago.org](mailto:cdotprc@cityofchicago.org)



# ★ Required materials

Determination	Documentation	Cost
TDM requirements are waived	No additional review or required materials	\$0
“TDM memo” required	A written memo should be provided. Scope will be determined with site plan review, but generally it should include a project narrative focused on TDM elements and how the project fits into the Transit Served Location and supports TDM goals.	Relatively low cost, but it could range from a slight expansion on a typical project narrative to some mild analysis.
A Travel Demand Study and Management Plan required	This is a comprehensive study that must outline the implementation of strategies. Appendices including data should be provided. A Traffic Impact Study will almost always be required in addition to the TDM Study. This will most likely require a transportation planning professional to produce.	Based on a brief, anonymous survey of consulting firms in this area, an estimate of \$5,000 to \$50,000 was provided, depending on the scope and scale of the development.

# ★ TDM Strategies

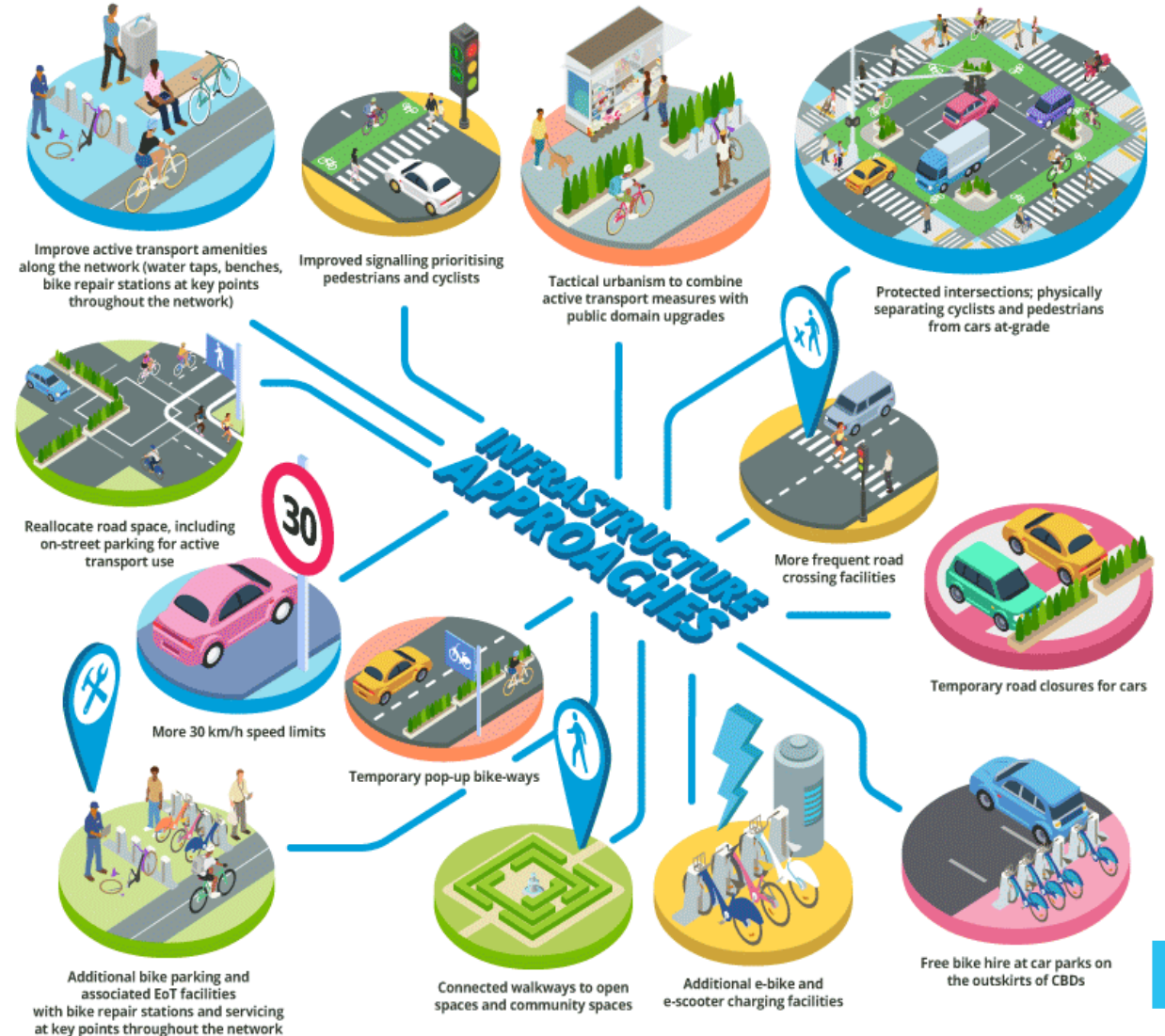
- A growing toolbox
- Innovation welcome
- Existing requirements or standard features/amenities may be included
- Note that some strategies may not be possible to implement by the developer
- Citywide TDM in the future



Image: tn.gov

# ★ TDM Strategies: Infrastructure

- Pedestrian/bike public infrastructure improvements
- Clear, well-lit paths to public transit, in good condition
- Bike share availability
- Bike parking & amenities



# ★ TDM Strategies: Informational

- Welcome kits
- Transit screens
- Notice of programming
- Communicating services
- Data collection & analysis



Image: sfmta.com

cta train tracker<sup>sm</sup> estimated arrivals beta

## Washington/Wells

As of 1:37p 89.0°F/31.7°C

There are 4 Customer Alert(s) available with information which may affect your trip. See customer alerts

There are 8 Accessibility Alert(s) available with information which may affect your trip. See accessibility alerts

Orange Line #709 to <b>Midway</b>	<b>Due</b>
Pink Line #307 to <b>54th/Cermak</b>	3 min
Brown Line #406 to <b>Kimball</b>	4 min
Orange Line #713 to <b>Midway</b>	15 min
Pink Line #308 to <b>54th/Cermak</b>	15 min
Brown Line #407 to <b>Kimball</b>	24 min

DIY Transit Info Display beta

Wednesday July 5 89°F (32°C) 1:37 PM

# ★ TDM Strategies: Programmatic

- Car/van-pool incentives
- Subsidized or bundled fares
- Last mile/ride home guarantee
- Flexible business operations

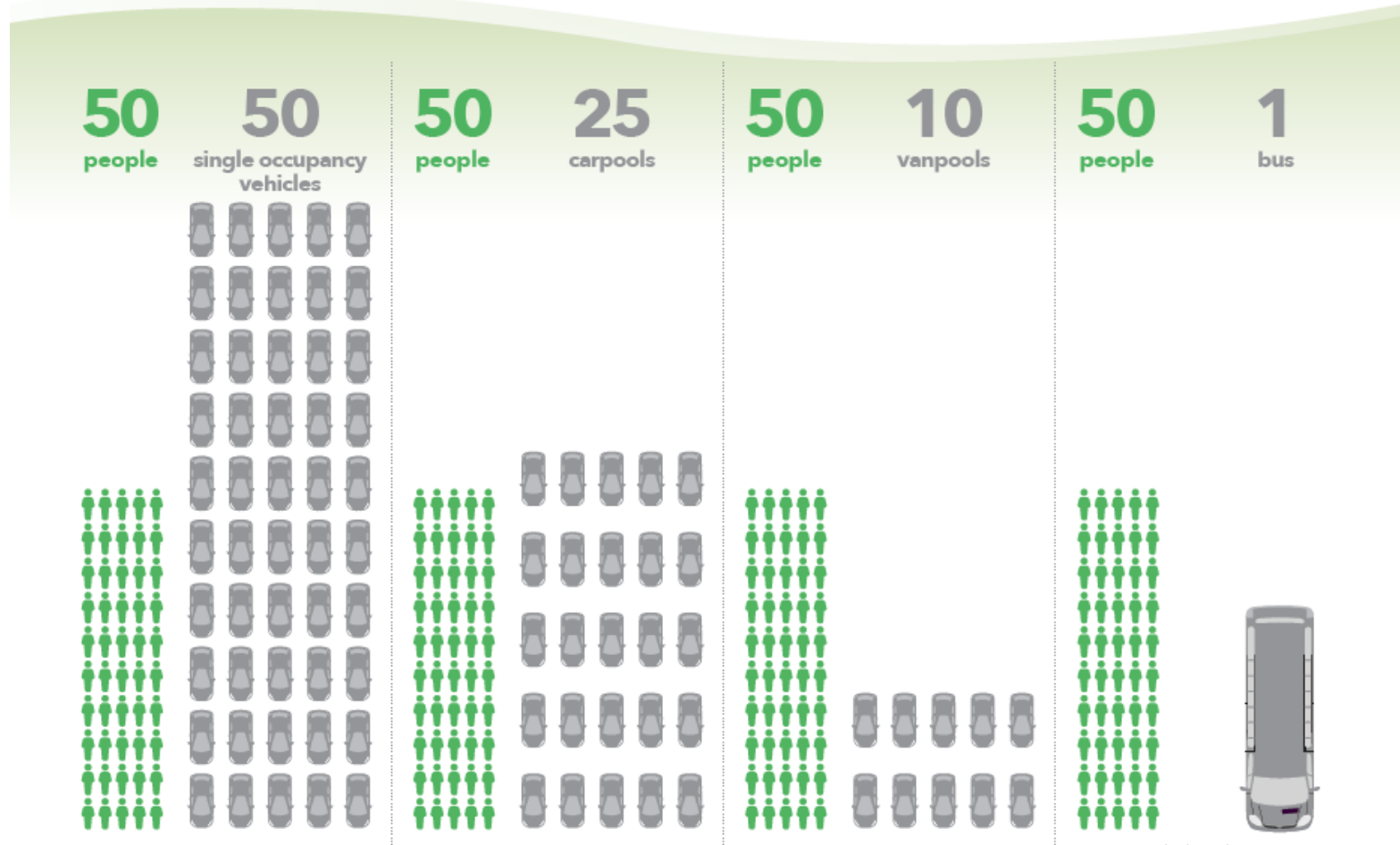


Image: carlsbadca.gov



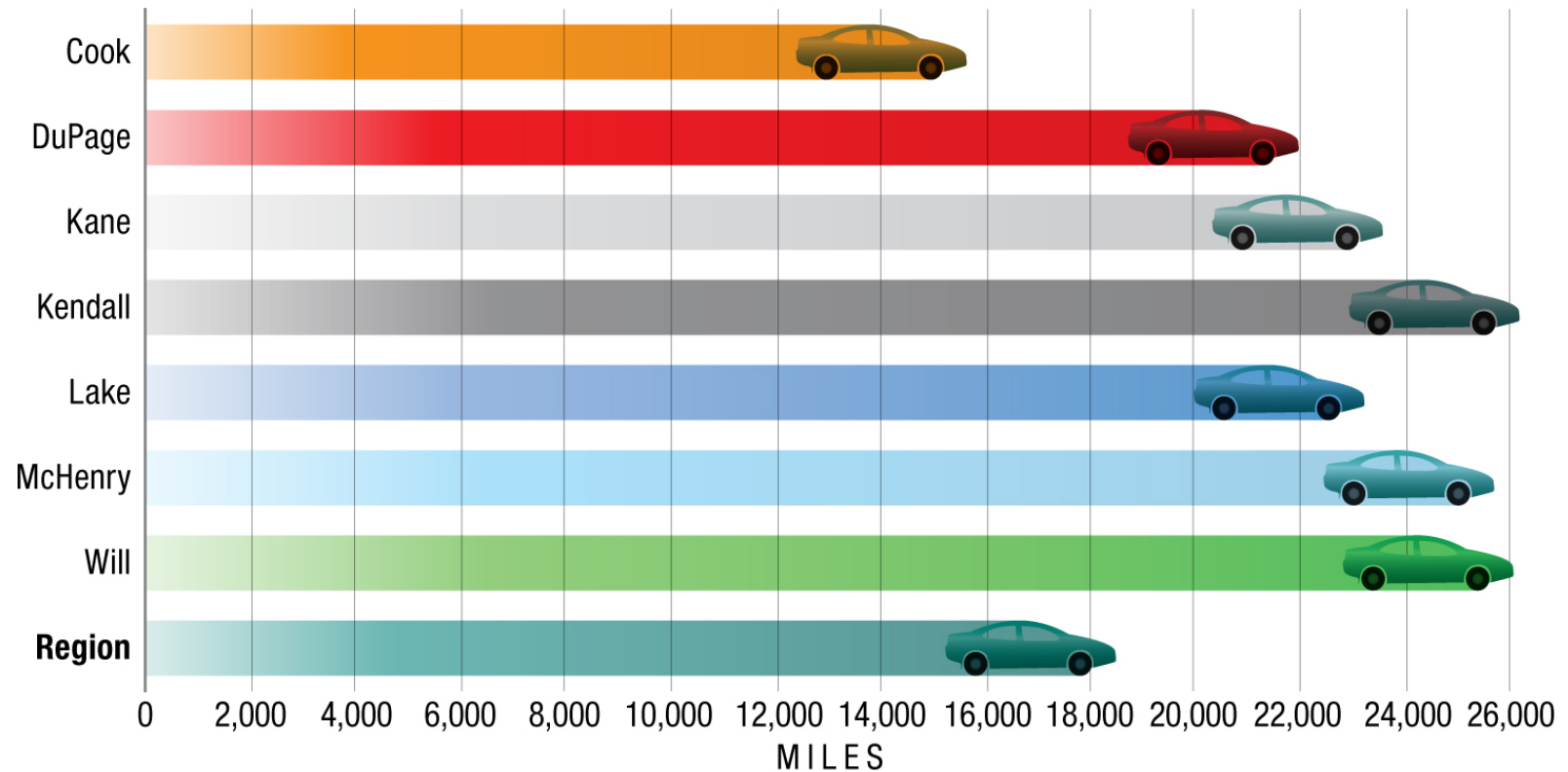
# How much is enough?

- The impact that a strategy will have may vary by project
- CDOT staff will work in review to guide the project to approval considering
  - Context of the use
  - Location of the site
  - Existing conditions and relationship to other development
  - Ownership structure and commitment to TDM efforts
- Memos will be less technical but can include quantifiable information if it is readily available. Otherwise CDOT staff can assist.
- Full scale TDM Plans should outline the expected impact of the strategies.
- Goals or benchmarks may be standardized before Rules are set

# ★ Future efforts

- Ongoing expansion of strategies toolkit
- Public posting of approved projects' TDM memos and plans for easier collaboration or consideration
- Transition to Rules
- CDOT goals of expanding a city-wide or regional TDM strategy program
  - This could unlock more collaborative strategies
  - Opportunities to fund efforts instead of individual strategies

Region and county vehicle miles traveled per household



Source: Center for Neighborhood Technology



 **Thank you / Q & A**

- Find this presentation (by next week) and other information at [Chicago.gov/CDOTPRC](https://chicago.gov/CDOTPRC)
- Send any additional questions and submittals to [CDOTPRC@cityofchicago.org](mailto:CDOTPRC@cityofchicago.org)