

City of Chicago

Transportation Demand Management Strategies for Transit-served Developments

Mayor Brandon Johnson
CDOT Commissioner Tom Carney

AUGUST 2024

ACRONYMS

ADA	Americans with Disabilities Act
CDOT	Chicago Department of Transportation
CTA	Chicago Transit Authority
DPD	Department of Planning and Development
PD	Planned development
PRC	Plan Review Committee
PROWAG	Public Right-of-Way Accessibility Guidelines
SAFE	Streets Are For Everybody
SOV	Single occupancy vehicle
TDM	Transportation demand management
TSL	Transit-served location

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TRANSPORTATION DEMAND STRATEGIES OVERVIEW

All development projects in transit-served locations should seek to address transportation demand as effectively as possible; this means reaching for new heights, not minimum requirements. Travel demand management (TDM) strategies should be tailored to the specific scope of each project, whether they trigger a TDM Plan or memo requirements as defined in [CDOT's Guidelines for Travel Demand Study and Management Plans](#) or not.

TDM strategies amplify the inherent benefits of creating equitable, thriving neighborhoods near transit. Enhancing the availability and accessibility of mobility options and creating a supportive built environment through TDM strategies helps realize the goals of the [Connected Communities Ordinance](#): creating more jobs and homes, improving street safety and encouraging healthy ways to travel, and increasing housing opportunity and affordability.

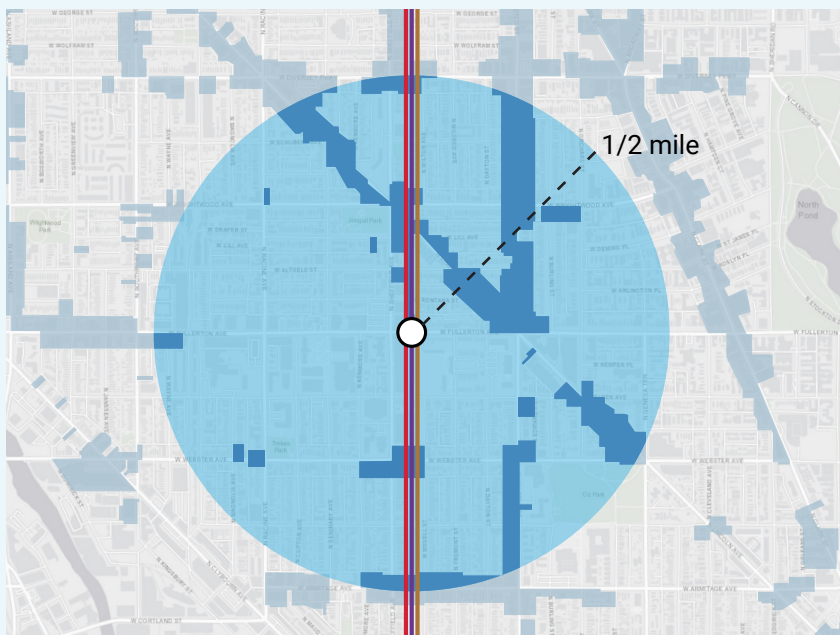
All transit-served developments have the potential to implement TDM strategies to reduce single occupancy vehicle (SOV) trips and provide mobility options. TDM strategies are particularly crucial for facilitating alternative modes of transportation for developments where on-site parking has been reduced below minimums where allowed by the Zoning Code. Designing for and encouraging land uses and building occupancy with lower trip generation

can also be considered a TDM strategy. Conversely, for projects with uses that typically generate high volumes of trips or those that have maximized parking capacity, TDM strategies should be employed to help reduce the expected number of SOV trips.

While a comprehensive TDM Study is the ideal approach for identifying the most effective strategies, it is essential that all developers initially assess how the design of their projects align with the transit-served location. All developers should consider the features and amenities that will influence transportation choices made by users of the development. They should evaluate the existing conditions as well as amenities already provided and identify any gaps that need to be addressed or services that require improvement. To maximize the development's impact, developers should then select any additional measures that are feasible. Where a memo is required by the Guidelines for Travel Demand Study and Management Plans, it should outline the existing conditions and describe each proposed strategy or measure.

This guide provides an overview of TDM strategies that developers should consider when proposing developments in transit-served locations including default strategies, physical design elements, parking policies, promotions, and programs and services. Developers whose projects are exempted from TDM requirements are strongly encouraged to review this document and voluntarily adopt TDM strategies in line with best practices and design excellence.

Questions on how to use this resource?
Contact the CDOT Plan Review Committee (CDOT PRC) at:
CDOTPRC@CityOfChicago.org



When does TDM apply?

New construction projects under Business (B), Commercial (C), and Downtown (D) zoning districts and within a half-mile of CTA and Metra rail transit stations are required to comply with TDM rules issued by CDOT, per the Connected Communities Ordinance.



1/2 mile CTA or Metra station buffer



Project required to comply with TDM rules



B, C, D zoning districts

Common TDM approaches and strategies

	 Default	 Physical design – on-site	 Physical design – public way
Benefits	Certain TDM strategies are inherent to transit-oriented development or embedded in existing requirements. These strategies provide a baseline for mobility options and local travel that reduce reliance on SOV trips.	Thoughtful site design shapes trip demand by providing a mix of activities on-site by making biking, walking, rolling, and shared modes highly visible and easy to use.	Improvements to the public way enable walking, rolling, biking, and riding transit by making it safer and more comfortable to get around for people of all ages and abilities.
Typical strategies	Transit proximity and enhancements; reduced motor vehicle parking; mandated off-street bike parking; public bike parking; complementary land use mixes; alley access for most vehicular uses	Transit proximity and enhancements; reduced motor vehicle parking; mandated off-street bike parking; public bike parking; complementary land use mixes; alley access for most vehicular uses	Shared streets and vehicle use restrictions; transit stop infrastructure; pedestrian and bicycle network improvements; accessibility elements; wayfinding signage; designated pick up and drop off areas; activity counters and sensors
	 Parking policies	 Programs & services	 Promotion & information
Benefits	Prioritizing shared modes over private vehicle ownership influences people who need to drive for some or all their travel to reduce their SOV trips.	Targeted programming and incentives for residents and employees shape travel preferences and promote habits that depend less on SOV trips.	Clear and useful information about available travel options, how to use them, and the benefits they provide encourage more people to try out new ways to travel.
Typical strategies	Dedicated or discounted parking for carpools and vanpools; reduced on-site parking; on-site parking for car share or rental service; unbundled parking pricing; supplemental bike parking	TDM coordinator; bike safety and maintenance workshops; dedicated bike fleet; transit and shared mobility memberships; flexible and hybrid schedules; guaranteed ride home; shuttles; off peak deliveries	Transportation welcome kit; transit newsletter; annual compliance and performance reporting

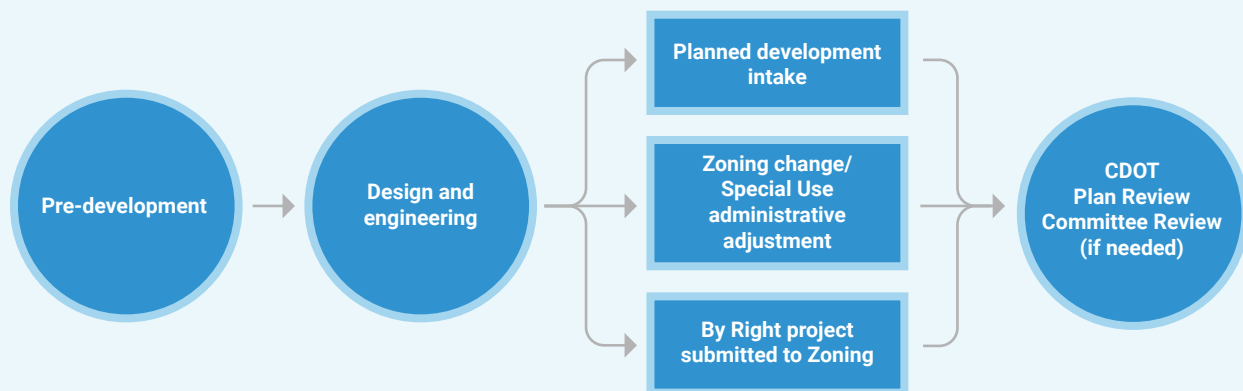
Applicability of TDM strategies

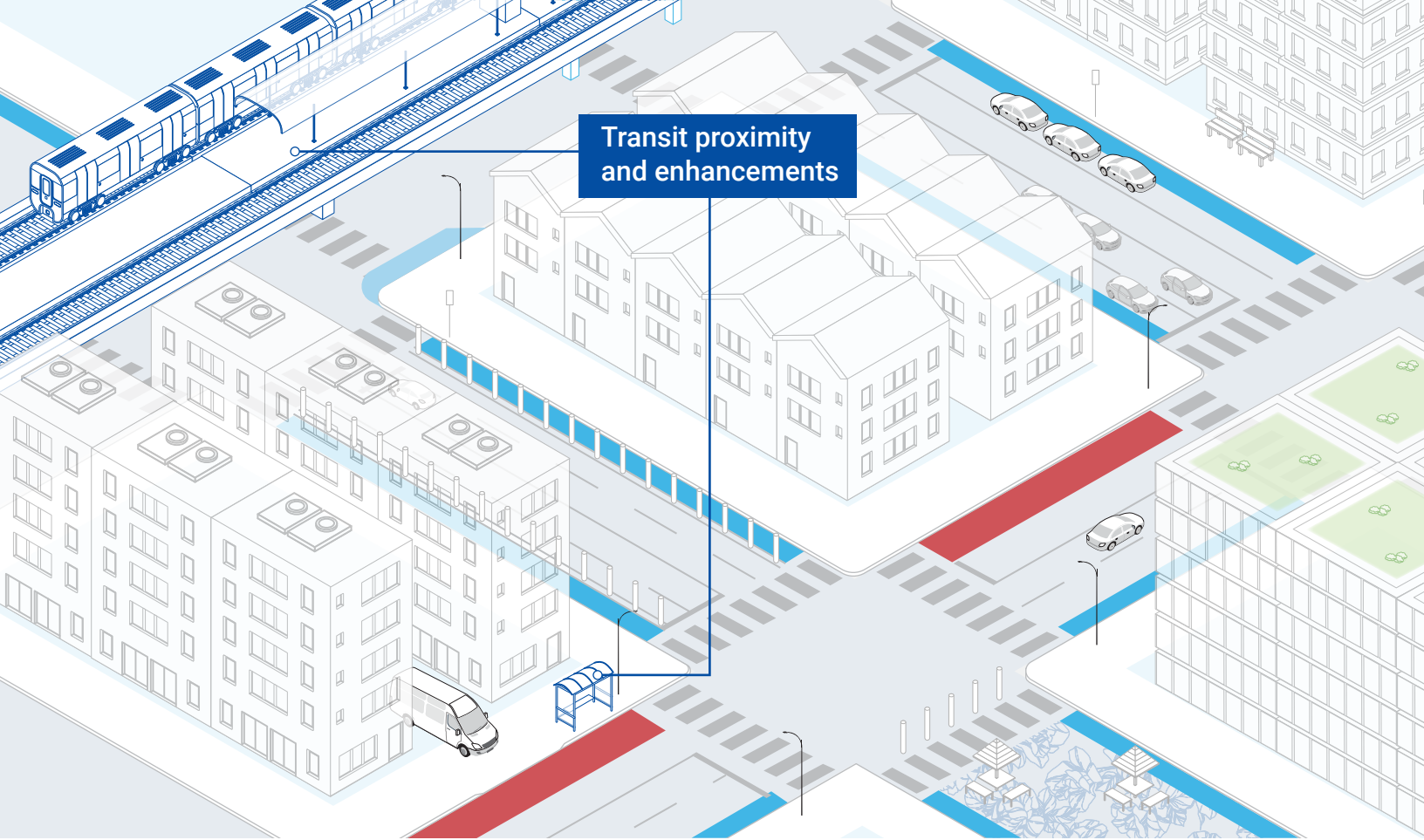


The full value of TDM strategies is realized when everyone can take advantage of them. TDM strategies must be made uniformly available to all occupants and/or tenants in the development. Where affordable housing units are included, they must also have all the TDM resources available to the development.

When to consider TDM strategies

Pre-development is the best time to start considering TDM strategies. Many of the strategies highlighted in this guide may affect siting, site design, building plans, and/or ongoing maintenance and staffing costs. Considering these strategies early in the development process will streamline later review and approval and reduce the risk of needing to revise plans and permits.





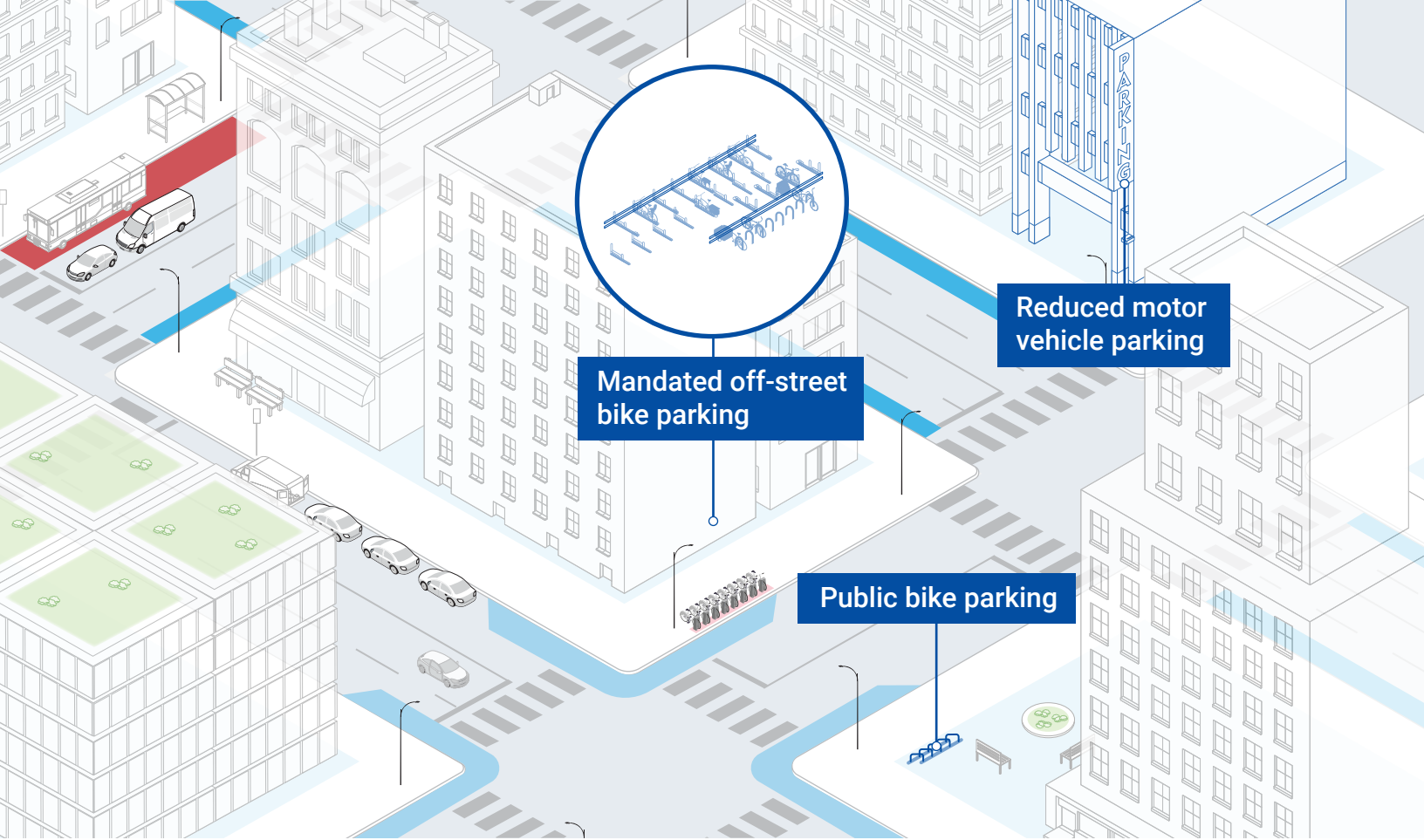
DEFAULT TDM STRATEGIES

These elements should be included in almost every new construction project. They can be listed in TDM memos and plans but have less weight in overall consideration since they are considered the default.

Transit proximity and enhancements

By the nature of the compliance requirement, all developments subject to TDM Rules are within the half-mile buffer of rail transit stations. Proximity to priority bus lines or other public transit is an added benefit. If there are opportunities to enhance any type of public transit or transportation, infrastructure, operations, or information, that action can be considered a TDM strategy.

The [City of Chicago Zoning Website](#) has layers that can be turned on to visualize areas under the Connected Communities ordinance. Go to Advanced Tools > Map Layers > All Layers > Zoning & Land use and check TSL Rail Station and/or TSL Bus Route to show on the map. TSL Bus Route areas alone do not trigger TDM Rules, but TSL Rail Station areas do.



Reduced motor vehicle parking

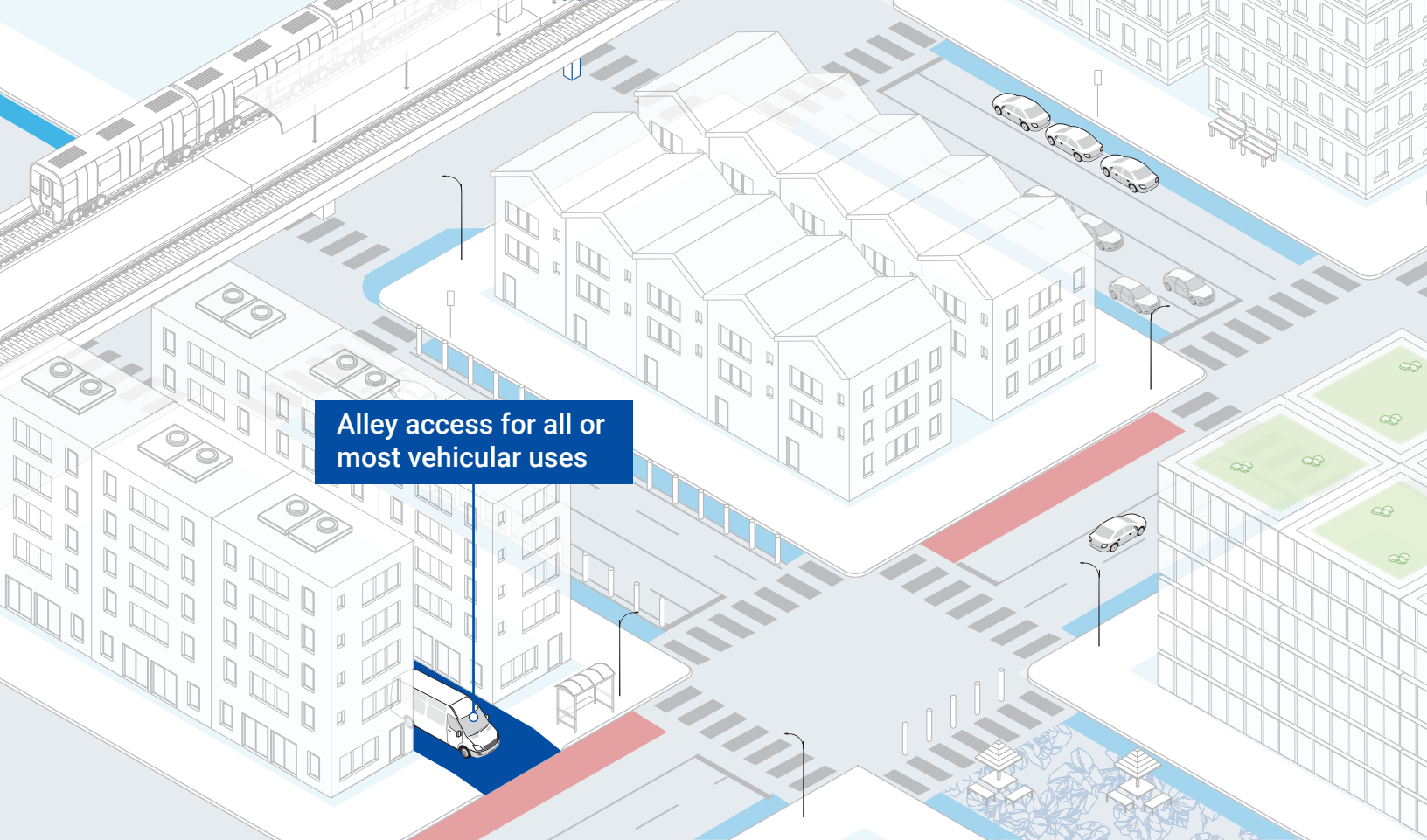
Per the Connected Communities Ordinance, projects with transit proximity can reduce their motor vehicle parking to 50% of the minimum required by ordinance by-right and can receive up to a 100% reduction with Department of Planning and Development (DPD) approval. Reducing parking is one of the most impactful TDM strategies that developers can implement. While CDOT expects parking to be reduced from minimums to some extent in transit-served locations, developers must employ other TDM strategies when parking is more significantly limited or eliminated.

Mandated off-street bike parking

The Connected Communities Ordinance increased the minimum off-street residential bike parking requirements to one bicycle parking space per unit for developments within transit proximity. Including some racks on-site is the minimum, but functional off-street bike parking that encourages people to bike requires thoughtfulness. Developers should consider the guidance in the Physical Elements section of this guide to ensure that the bike parking required is attractive and encouraging TDM goals.

Public bike parking

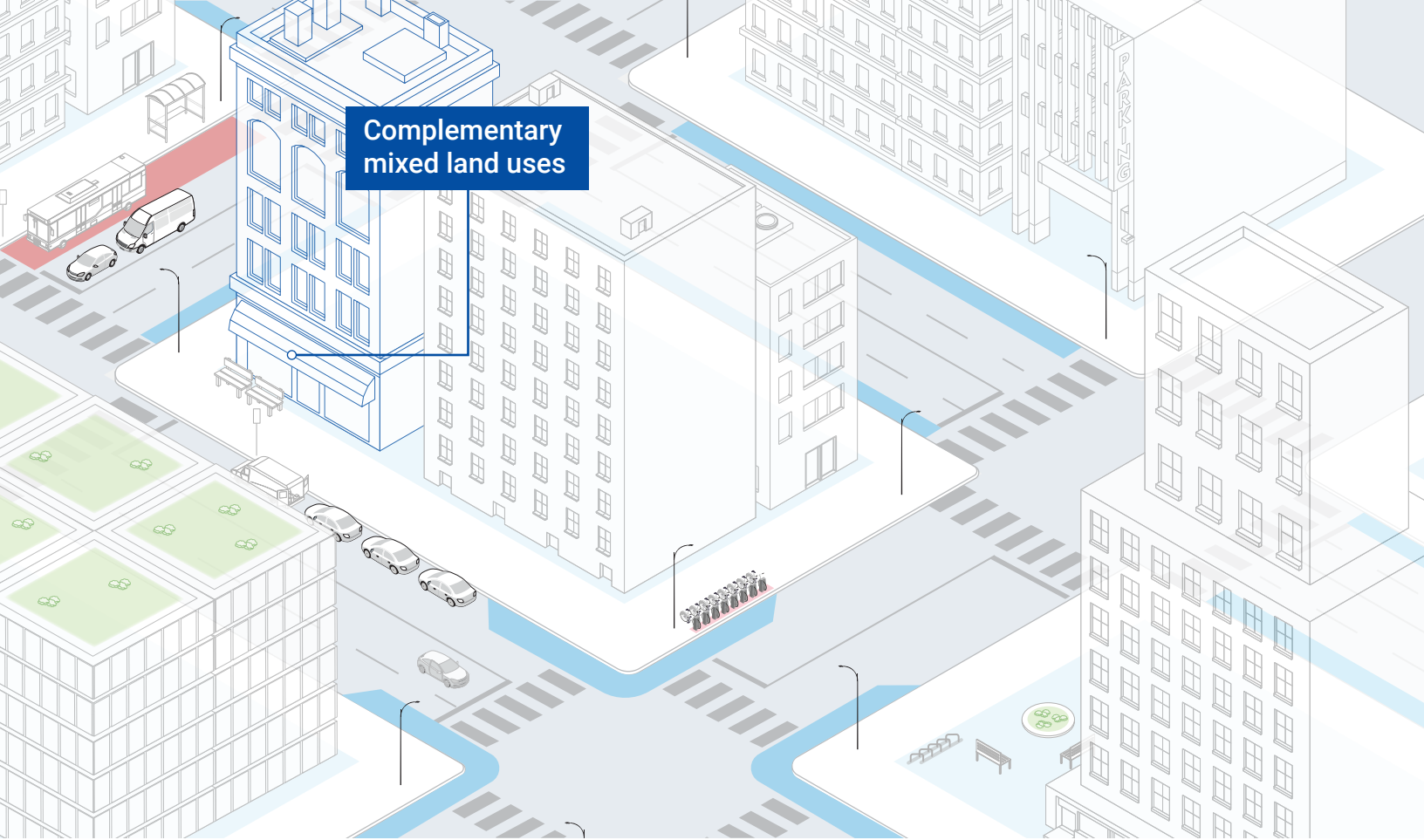
Developers should supplement parking for occupants with public bicycle parking for visitors and patrons in the public way or on-site in areas with 24/7 access to the public (e.g., on a plaza owned by the building). Public bicycle parking should be in accessible, convenient, well lit, and visible areas to promote usage.



Alley access for all or most vehicular uses

Alleys offer numerous benefits, including improved accessibility for emergency services and deliveries, efficient waste management, utility infrastructure, enhanced pedestrian, bicycle, and traffic safety, preservation of historical and cultural heritage, increased property values, and reduced traffic congestion. Alleys can contribute significantly to the city's functionality, aesthetics, and sustainability, provided they are well-designed, maintained, and integrated into the community's fabric. Where available, motor vehicle access should use existing alleys, rather than new driveways which create conflicts with people walking and rolling.

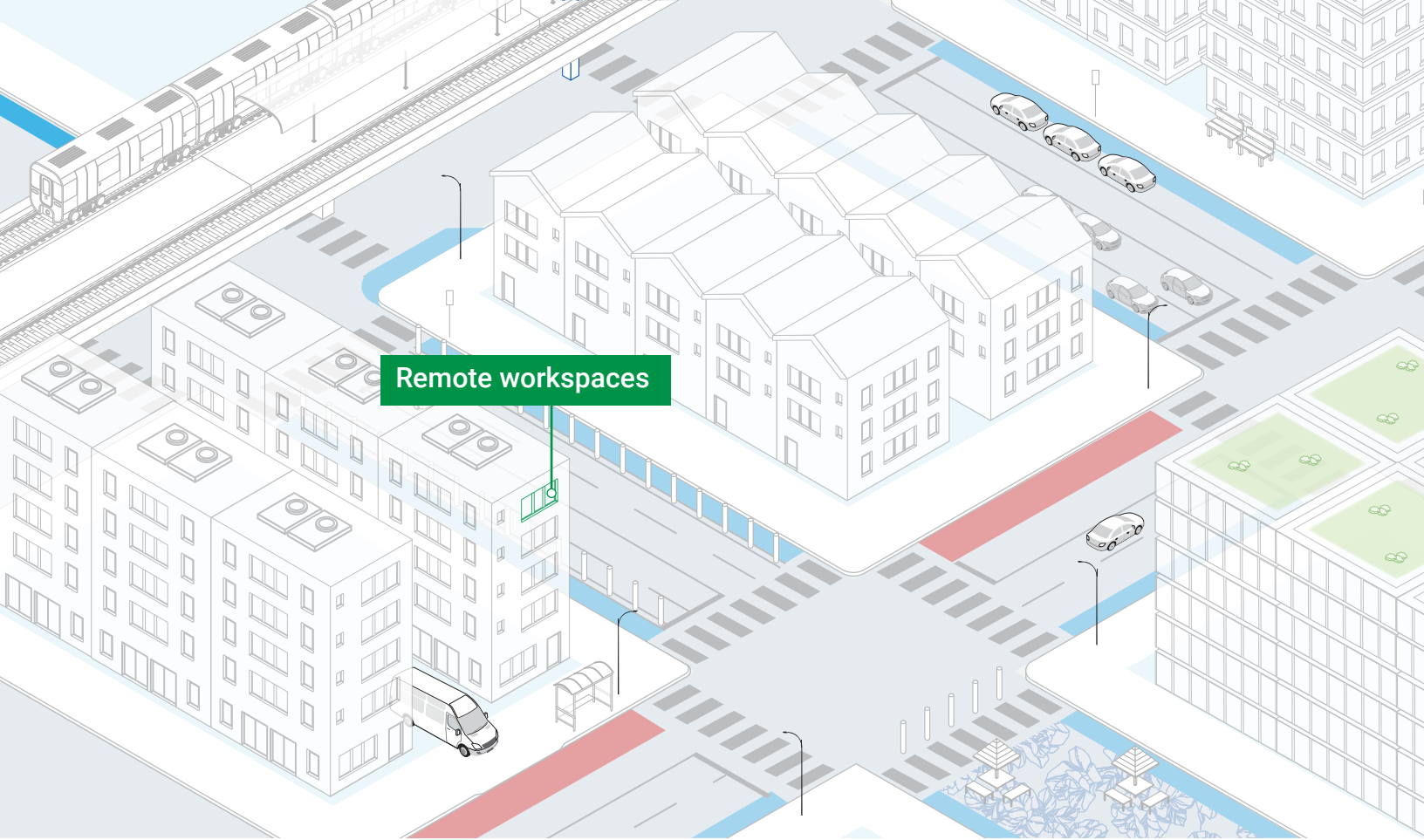




Complementary land use mix

There is more to transit oriented development than simply building near transit. Comprehensive planning for the site and the existing or planned land use of the broader area should be considered to maximize the utility of the development to the larger neighborhood. Pairing complementary uses – like daycare as part of a residential or commercial development – is a common-sense way to reduce SOV trips. Fostering a walkable community with access to transportation, goods, services, employment, and housing is vital to TDM.





PHYSICAL ELEMENTS

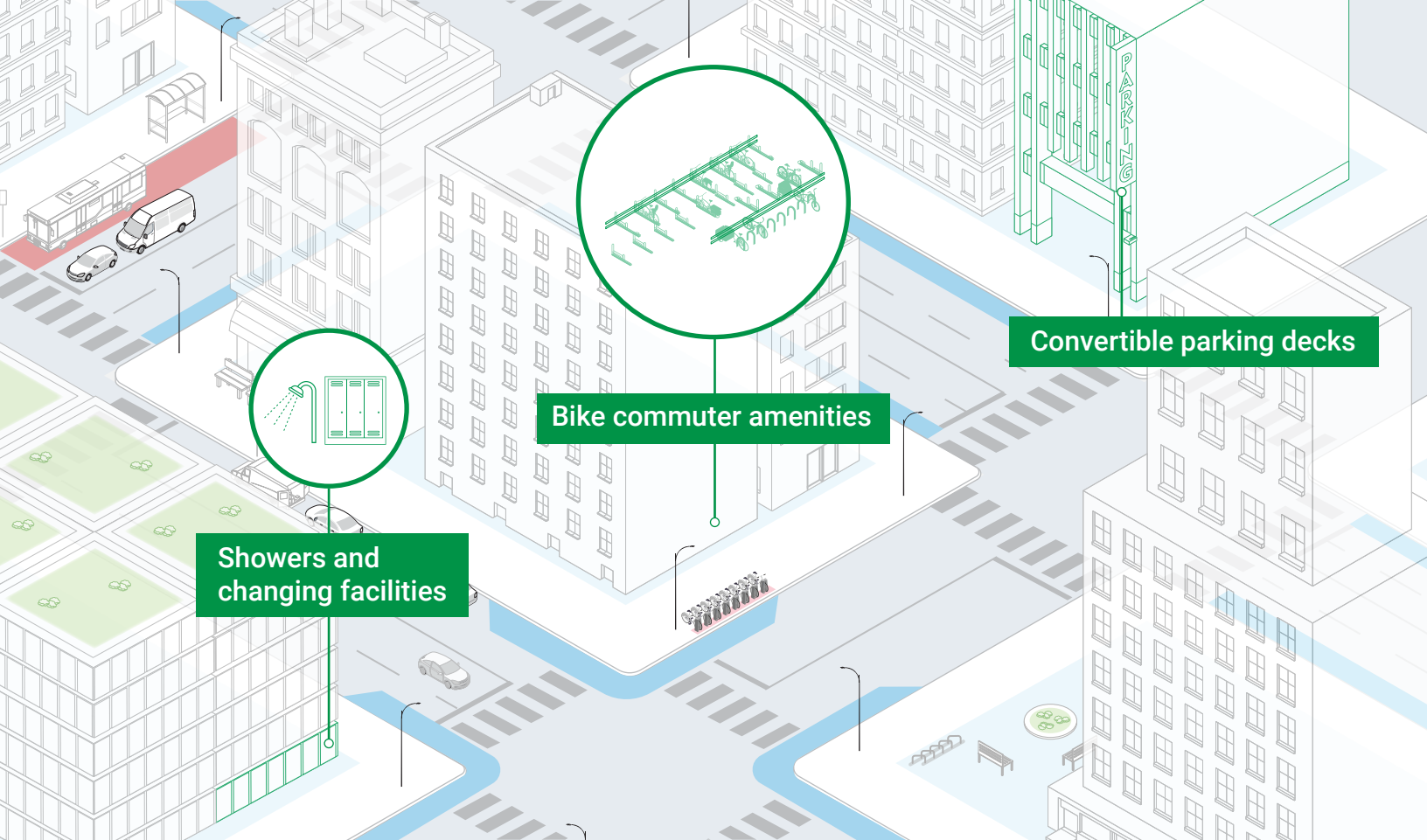
Developers should consider the following physical elements on all applicable projects, but especially projects where a TDM Plan or memo is required by CDOT. Developers should factor in physical elements early in the development process so that they are integrated into site plans and architectural drawings to work seamlessly with the overall project. Exploring public way improvements early can facilitate reviews and approvals in the later stages of development when timing is of the essence.

Convertible parking decks

Designing parking decks and garages to be convertible to other uses in the future offers numerous advantages including adaptability to changing needs, cost-efficiency through repurposing existing structures, reduced construction-related emissions, enhanced urban design and density, mixed-use development opportunities, and economic growth. Parking structures should be designed to be readily convertible to other uses by utilizing full height, level floors rather than ramped low-height decks.

Remote workspaces

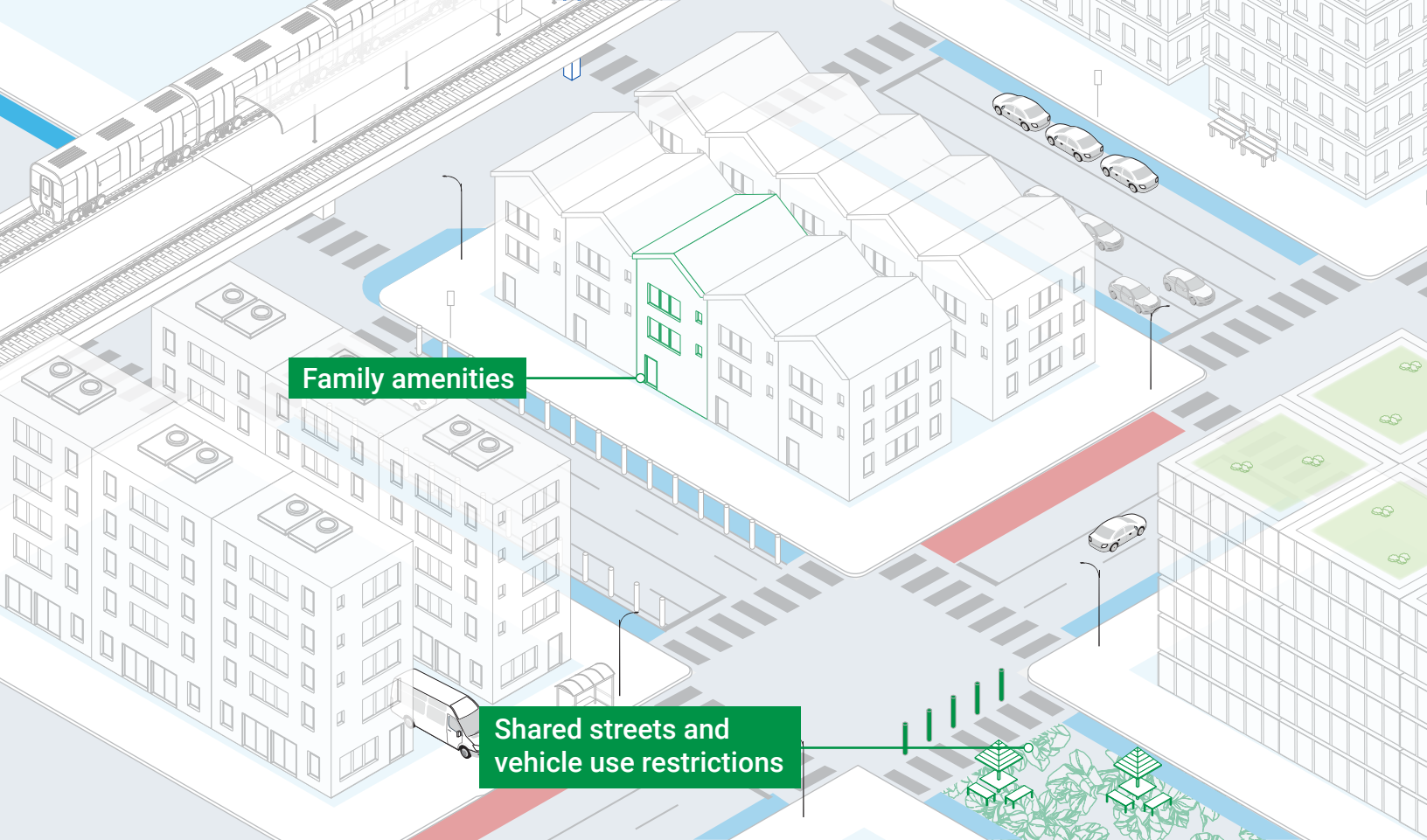
Providing on-site workspaces for remote workers can reduce overall trips taken. Dedicated workspaces are particularly useful in residential developments where apartment or condominium size may pose challenges for space for dedicated work activities.



Bike commuter amenities

Special consideration in building and site design should be paid to make getting around by bike attractive, convenient, and stress-free. Providing bike parking spaces is the floor, not the ceiling. The following amenities can make biking a preferred option for commuting, running errands, and visiting friends and family:

- Protected bike parking:** providing a secure bike room with automatic locking doors within a building or bike parking in an external, gated location can reduce concerns about bike theft. Where family- and cargo-bikes are anticipated, extra room should be provided in the bike room and in connecting hallways, vestibules, etc. In addition, covering external parking with an awning or canopy can reduce weather-related wear and tear. Ideally, bike rooms should be at street level to avoid challenges with elevators and stairs.
- Bike repair/maintenance:** tools, repair stands, and vending machines stocked with tubes, patch kits, and other repair essentials reduce the risk of people biking getting stranded due to a minor mechanical issue, like a flat tire.
- Showers and changing facilities:** showers and changing rooms can enable employees to commute by bike throughout the year no matter the weather conditions and how they need to present themselves at their final destination.
- Charging points/outlets:** e-mobility devices are widespread and growing in popularity. Outlets and charging points should be in close proximity to bike parking areas to enable riders to charge their batteries while parked.



Family amenities

Shared streets and vehicle use restrictions

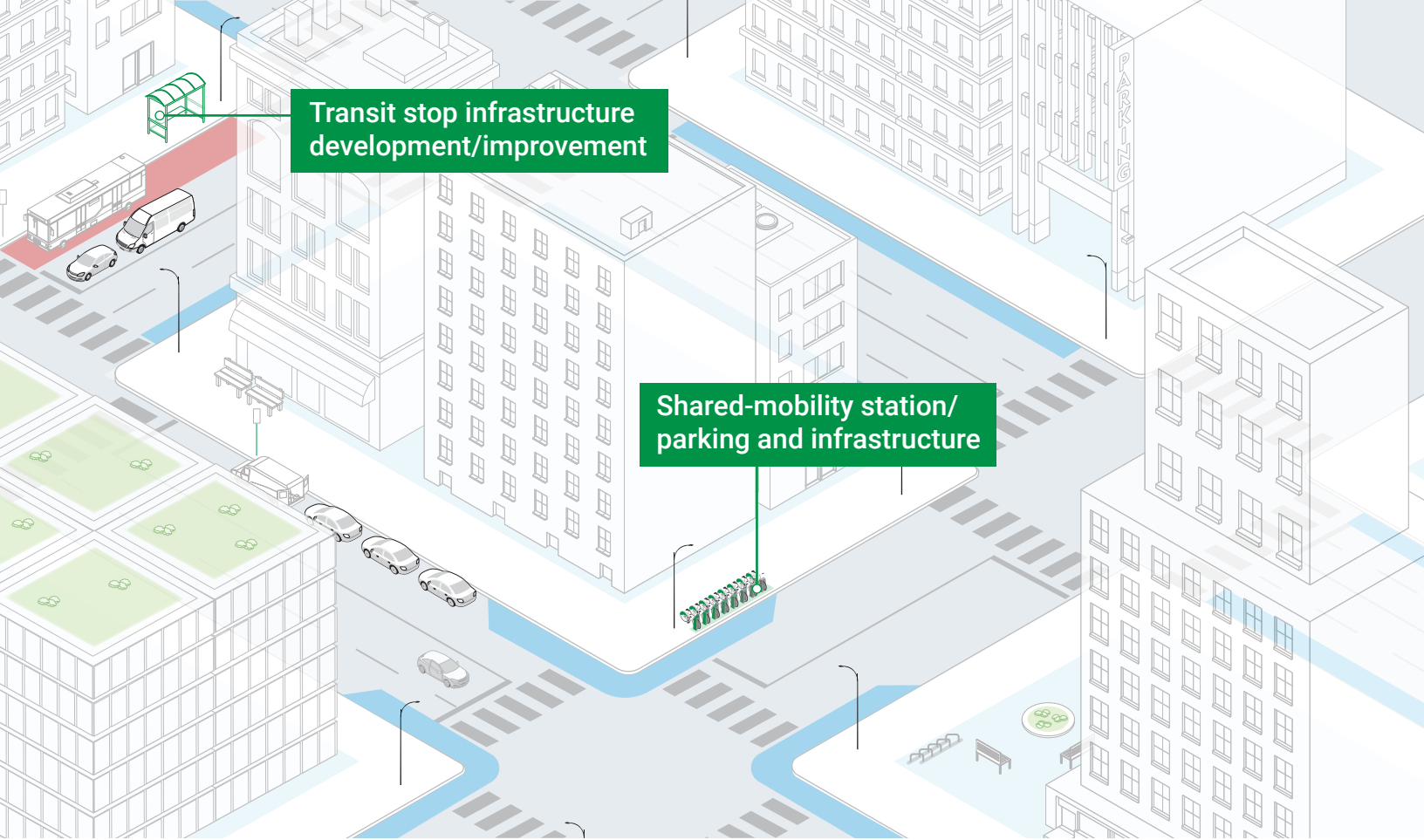
Family amenities

All families, not just car-free or car-lite families, need room to store children’s bicycles, family cargo bikes, tow-behind trailers, and strollers. Where and how these might be stored should be considered when laying out common spaces, bike room, and living units.



Shared streets and vehicle access restrictions

Interior roadways should prioritize sense of place and connections throughout the site for people walking and biking. Design cues like narrow, curbless streets, chicanes, speed tables, and the intentional use of decorative materials and landscaping can encourage low vehicle speeds and indicate that drivers are guests. In some cases, vehicle access may be restricted or limited to enable social and recreational uses.

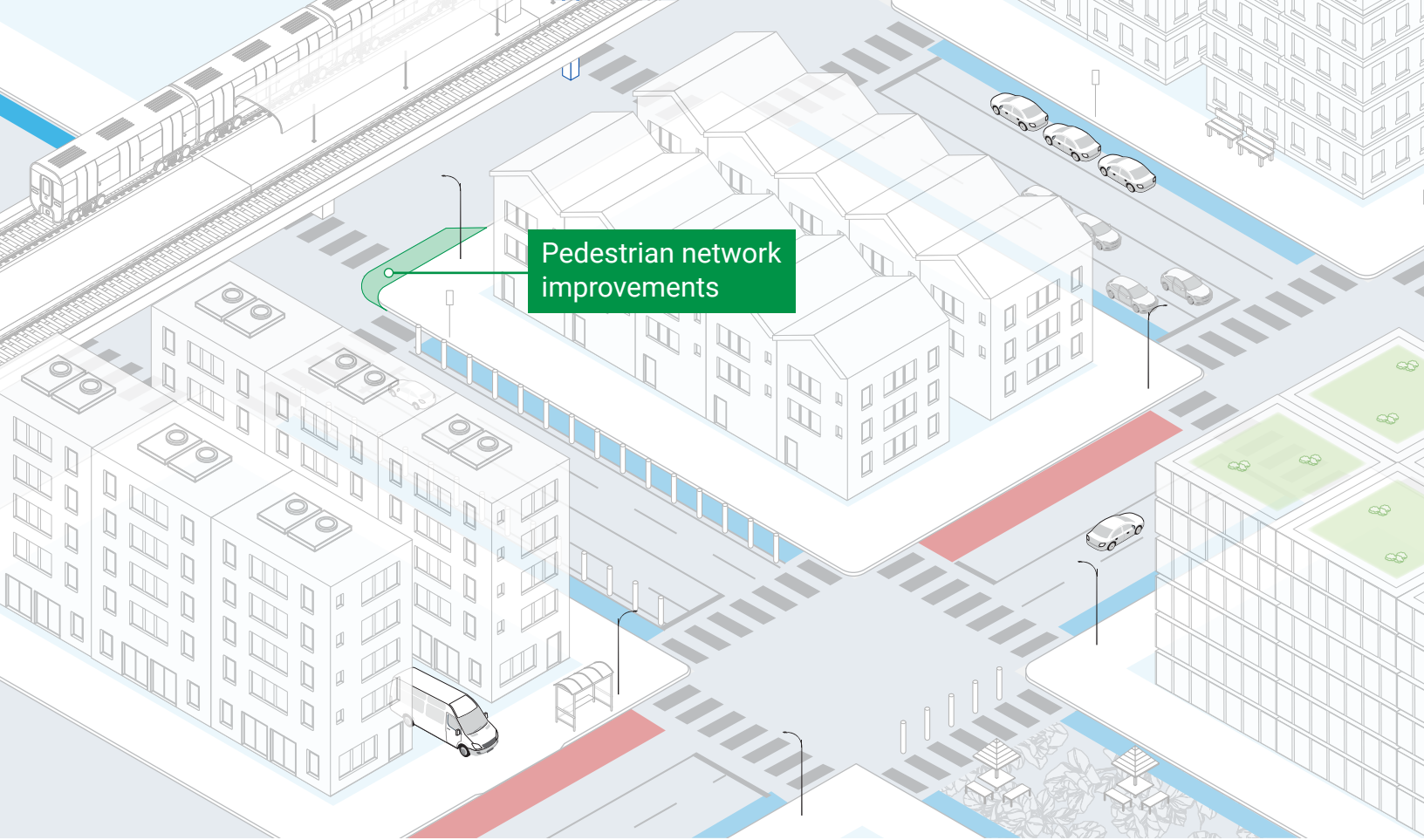


Shared-mobility station/parking or infrastructure (e.g., bike share, scooter share)

If there are no or insufficient shared mobility stations near the development, developers may consider funding new ones in the public way or partnering with a provider to place a station in a publicly available on-site location. To increase the value and usefulness of the shared-mobility system, developers may opt to fund stations elsewhere in Chicago. There are multiple shared-mobility programs, including Divvy, the City’s partnered provider. Contact CDOT’s Deputy Commissioner of Citywide Services for more information on including Divvy infrastructure.

Transit stop infrastructure development/improvement

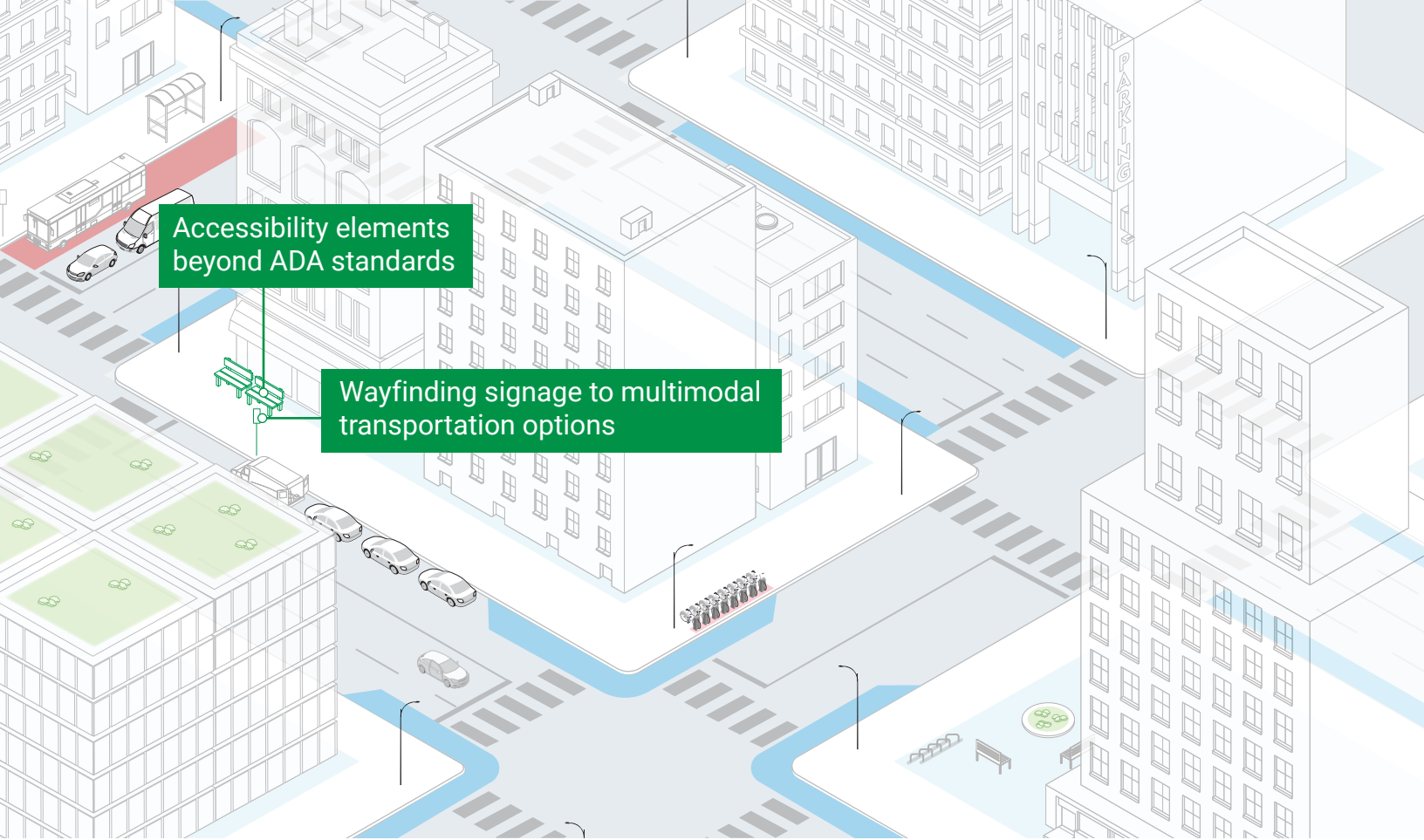
Enhancing the transit experience can encourage greater use of adjacent routes. Bus shelters, benches, concrete pads, and trash receptacles may be considered. If on the public way, these elements require a Grant of Privilege and cannot include advertising. Alternately, these amenities can be provided on site, provided they are adjacent to a bus stop and accessible to the public. Improvements to existing rail stations may also be considered.



Pedestrian network improvements

No matter how they travel, everyone in Chicago is a pedestrian at some point in their journey. Safe, accessible connections to stops and stations are essential to enabling transit use and integrating the development into the pedestrian network.

- Public connections to the site, especially through parking lots and larger, multi-block developments and campuses should use best practices in their design and follow City design requirements. The creation of pedestrian paths, cut throughs, paseos, and plazas can be considered a TDM strategy if there is a commitment to keep them open to public.
- Perimeter improvements to developments are often a baseline requirement. Enhancing pedestrian facilities beyond the development perimeter on routes to public transit stops is also beneficial. TDM enhancements may include enhanced street lighting or pedestrian-scale lighting, sidewalk widening, and street trees/landscaping in line with City design requirements.
- Intersection improvements may include curb extensions, raised crosswalks and intersections, pedestrian countdown timers, signal timing improvements, and others. For more ideas consult CDOT's Complete Streets website.



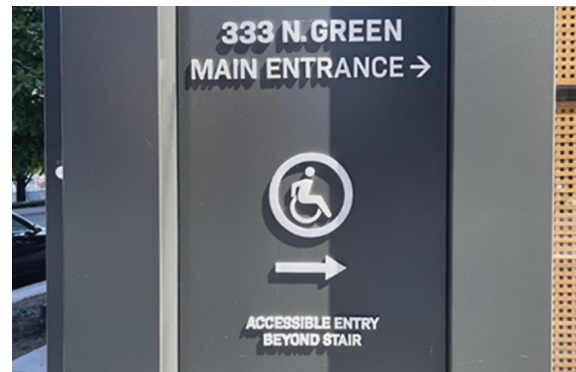
Accessibility elements beyond ADA standards

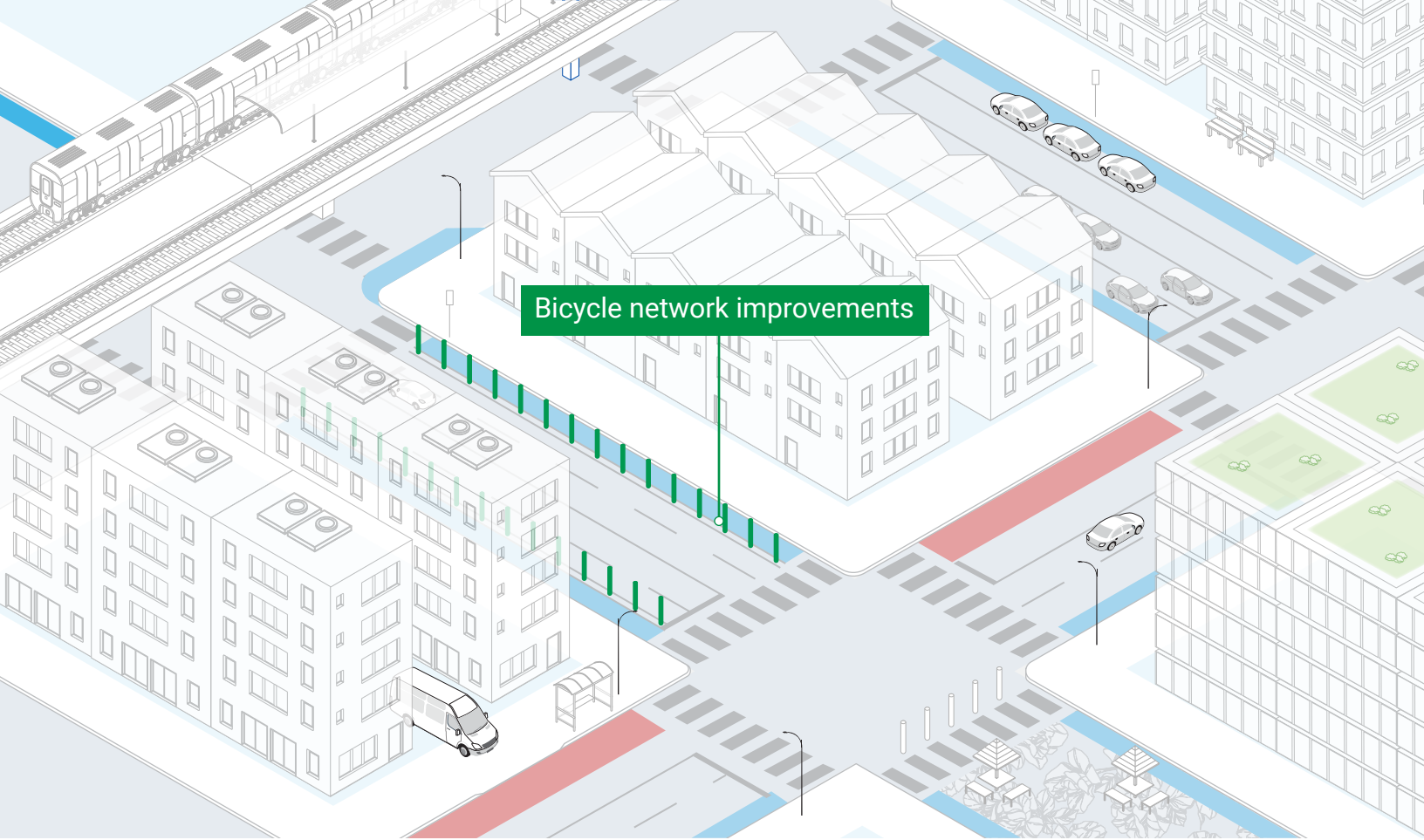
All developments must meet on-site Americans with Disabilities Act (ADA) requirements and Public Right-of-Way Accessibility Guidelines (PROWAG) standards for all new and altered pedestrian facilities in the public way. Exceeding ADA by creating wider sidewalks and providing periodic seating opportunities can increase comfort for users of all ages and abilities.



Wayfinding signage to multimodal transportation options

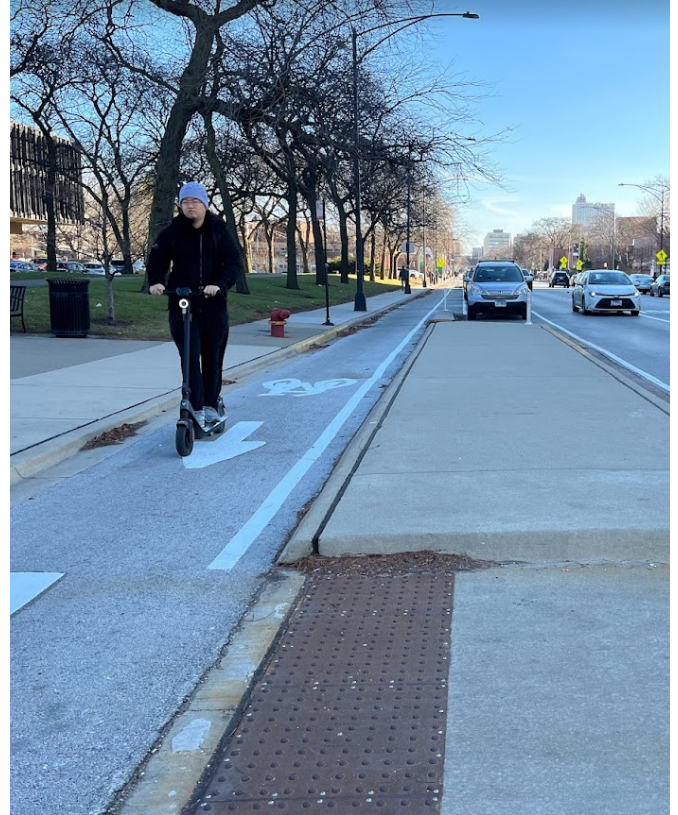
First-time users and visitors need direction on how to get to, from, and around the development. Even longtime occupants may need a reminder. On-site signage directing people to transit, shared transportation opportunities, and other pedestrian accessible amenities is encouraged, especially on larger developments.

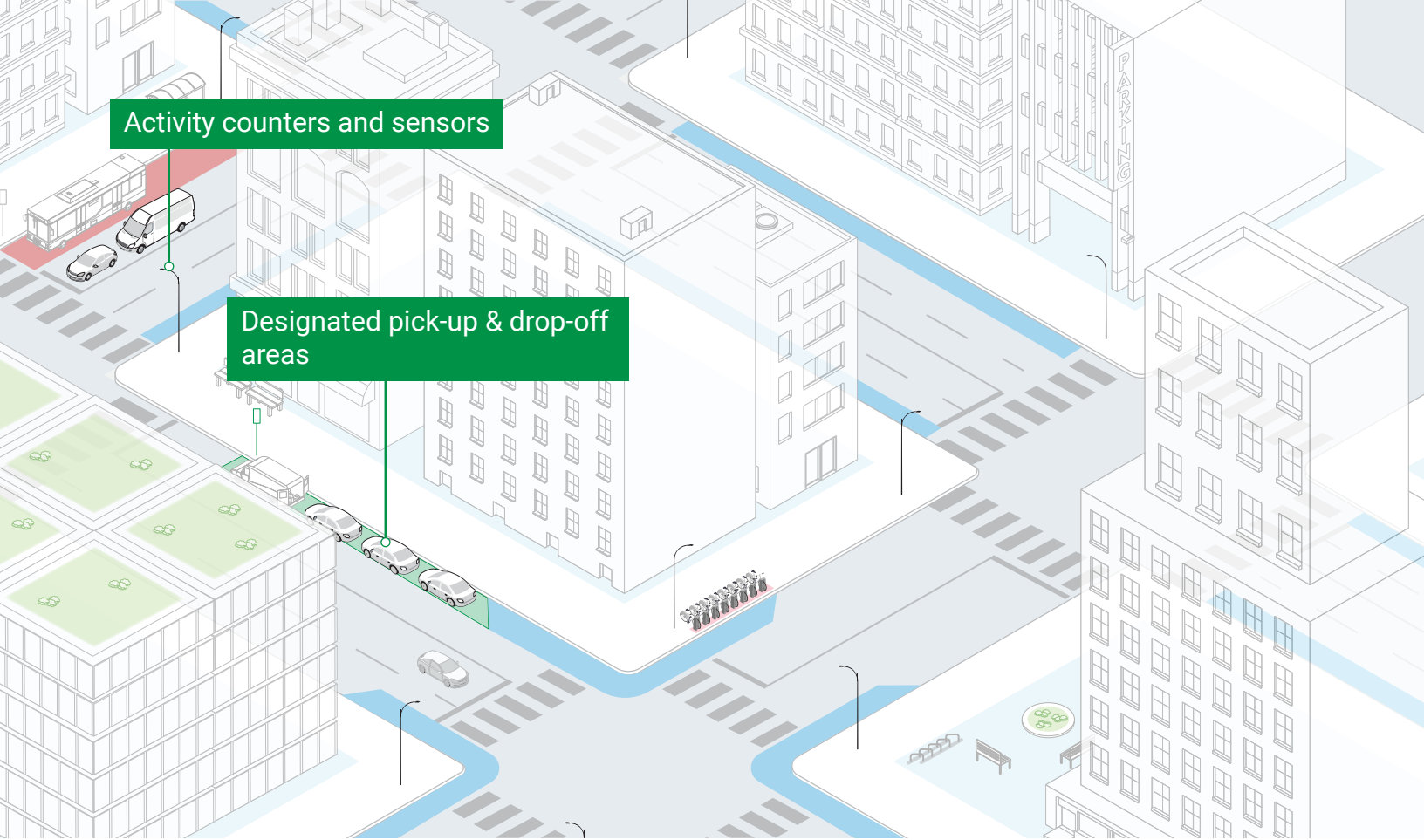




Bicycle network improvements

Restorations and streetscape improvements are opportunities to enhance Chicago's bikeway network and get more occupants biking, no matter their level of experience with city riding. Converting existing facilities to raised, sidewalk-side bike lanes is encouraged whenever the opportunity arises. Flexible bollards, buffered striping, or other enhancements to existing facilities may be acceptable.





Designated pick-up and drop-off areas

People arriving via carpool, vanpool, ride share or taxi need designated pick-up/drop-off areas for safe and convenient loading. Developers should indicate where and how these needs will be accommodated in their site plans and TDM memo, where required. Where necessary, curbside use monitoring and management supported by the building management may also be included.

Activity counters and sensors

Activity counters and sensors mitigate single occupancy vehicle use by monitoring traffic flows, parking availability, and more to relay information to travelers through apps or signage. These interconnected technologies enable building managers and the City to optimize transportation systems and adjust operations and services through real-time data. Integrating bike usage, public transit data and ride-sharing services into these systems gives people the power to make informed transportation decisions. Developers can install permanent pedestrian, bicycle, or vehicle counting equipment to monitor their TDM program and make dynamic adjustments.

PARKING POLICIES

Parking policies that reduce SOV trips and promote shared mobility can stand alone or complement physical TDM strategies. These policies can also increase the efficiency of parking provided on-site. Developers should consider the below parking policies for all developments; developers should note which strategies will be implemented for projects that require a TDM plan or memo.

Dedicated or discounted parking for carpools, vanpools

Carpool and vanpool should be high-visibility and prioritized over SOV options in parking lots and garages. The following strategies, alone or in combination, can incentivize shared trips:

- **Designated carpool/vanpool parking spaces:** Set aside specific parking spaces, like those closest to entrances, exclusively for carpool and vanpool vehicles to increase the attractiveness and visibility of these options. These spaces should be clearly marked. Regularly monitor the utilization of carpool and vanpool spaces and gather feedback from users to make necessary adjustments and improvements.
- **Reserved parking hours:** Implement a system where priority spaces are only available for carpool and vanpool during specific hours, such as peak commuting times. This encourages people to consider shared rides during high-traffic periods.
- **Discounts and incentives:** Offer free or reduced parking rates or subsidies for carpool and vanpool participants. Consider implementing incentive programs such as rewards or recognition for consistent carpool or vanpool participants to encourage long-term adoption.
- **Carpool/vanpool matching services:** Facilitate a carpool or vanpool matching program for building occupants. This could be done through an online platform or physical bulletin boards to help individuals find suitable carpool or vanpool partners.



- **Real-time ridesharing information:** Provide real-time information about carpool and vanpool availability, through building communication channels, like websites, apps, or bulletin boards.

On-site parking for car share or rental services

Similar to carpool and vanpool, prioritizing car share and/or rental can reduce SOV trips and parking needs. Where provided, set aside specific parking spaces within the building's parking facilities exclusively for car-share vehicles in areas that are conveniently located and clearly marked. Note that non-accessory parking is subject to zoning allowances.



Reduced workplace parking provision

Providing excess parking supply may increase SOV trips, working against TDM goals. Constraining the parking provided for on-site businesses can increase the appeal of alternative modes or encourage carpooling, vanpooling, or carsharing.

Unbundled parking pricing

Often the true cost of parking is incorporated in rents, bundled in subsidized parking benefits, or otherwise hidden from travelers, making it harder to compare the costs of driving against other modes. Strategies to increase price transparency include:

- Modify lease agreements or condo declarations to clearly state that parking is not included in the base rent or condo purchase price. Explicitly mention that parking is a separate service with an associated cost. Establish a fee structure for parking that reflects the actual cost of providing parking inclusive of construction, maintenance, security, and administration.
- Develop a system where residents can choose whether to lease or purchase parking spaces separately. Those who do not own a vehicle or prefer alternative transportation methods can opt out of parking services.
- Instead of offering monthly or annual parking passes to employees and visitors, charge for parking on an hourly or daily basis to encourage commuters to consider the costs of each trip. To discourage daily driving, consider escalating pricing for super users.

Supplemental bike parking

Provide space for bike parking and amenities beyond baseline requirements to encourage and accommodate bike commuting. On the [City of Chicago Bike Parking website](#), go to Request Bike Parking > Business and developer requests to learn about how to request racks and coordinate with CDOT.

PROGRAMS & SERVICES

TDM programs and services can incentivize occupants, tenants, and people who work on site to try out and adopt shared and active modes of transportation. Developers should consider TDM programs and services for all developments; for projects that require a TDM plan or memo, developers should note which strategies will be implemented.



For all developments and occupants:

Projects of any type could consider the following strategies.

Transportation concierge/TDM coordinator

An on-site transportation concierge or TDM coordinator can assist and direct users to available multimodal transportation options and coordinate, evaluate, and manage transportation programs, benefits, and services provided. TDM coordinators can manage both individual trip planning, like commute counseling, or development-wide initiatives like Bike to Work month. TDM coordinators should be assigned and listed as the primary contact for the City to coordinate and monitor TDM efforts.

Learn to ride, bike safety training, and bicycle maintenance workshops

Many people have either not ridden in an urban environment, haven't ridden for transportation, or have not gotten on a bicycle since they were a child. Training programs and workshops can be offered to give tenants and employees the skills and confidence to bike in Chicago. These classes are offered through organizations like the League of American Bicyclists and CDOT's SAFE Ambassadors, among others.

Dedicated tenant/user bike fleet (aka bike library)

Bike share fleets for regular or temporary users, like hotel guests, provide options to travel by bike without the logistical concerns of storing, maintaining, or traveling with bicycles. These options may also be considered for larger campuses and properties to facilitate travel within the site.

Transit and shared mobility memberships or discounts

Making it easier and less costly to use public transit, van pool, car-share, rideshare, or other shared modes like Divvy through memberships, passes, and bundles can increase the appeal and use of non-SOV modes. Developers can make these services free with tenancy or subsidize them in other ways.



For employers:

Developments with tenants or owner-occupied businesses can implement a variety of management and operational practices to support TDM and reduce SOV trips.

Flexible and hybrid work schedules

Offering flexible schedules can significantly contribute to the reduction of SOV traffic. Allowing employees to stagger their work hours spreads out the flow of commuters throughout the day and reduces the strain on transportation infrastructure during rush hours. Additionally, remote work options can curtail overall trips generated by the business or eliminate the need for daily commutes altogether.

Mobility wallet and transit benefits

Like building owners, employers can provide a comprehensive suite of transportation incentives and benefits to their employees. A mobility wallet is a forward-thinking employee benefit where employers allocate funds to cover a variety of transportation expenses. Mobility wallets can be used for expenses such as public transit, ridesharing, bike-sharing, carpooling, or electric vehicle charging. Other strategies include providing free transit passes to employees, offering a pre-tax transit account or transit pass purchase program, or obtaining discounted shared mobility rates through programs like [Divvy for Business](#). Where free parking is included as a perk, employers can also offer to “cash out” parking privileges for employees who elect not to use it.



Guaranteed ride home

A “guaranteed ride home” policy is an employer-sponsored initiative that assures employees they will have a reliable and reimbursed means of transportation in case of unforeseen emergencies or unexpected situations when carpooling, using public transit, or biking. This policy provides peace of mind to employees who might be concerned about getting stranded at work due to unforeseen circumstances, such as illness, family emergencies, or unscheduled overtime. It typically covers the cost of a taxi, rideshare service, or public transit fare.

Transit shuttles and circulators

Employers who are just outside of comfortable walking distance of transit may offer shuttle services to nearby stations. By providing convenient and reliable shuttles, employees are more likely to choose public transportation as a viable and stress-free commuting option. This not only reduces the number of SOVs on the road but also alleviates the stress and logistical challenges associated with finding parking at transit hubs. The CTA may be able to provide this service or expand an existing circulator or route if a new development or employer creates significant demand.

Off-peak deliveries

By switching to off-peak deliveries, businesses can reduce congestion, improve safety, and streamline operations.

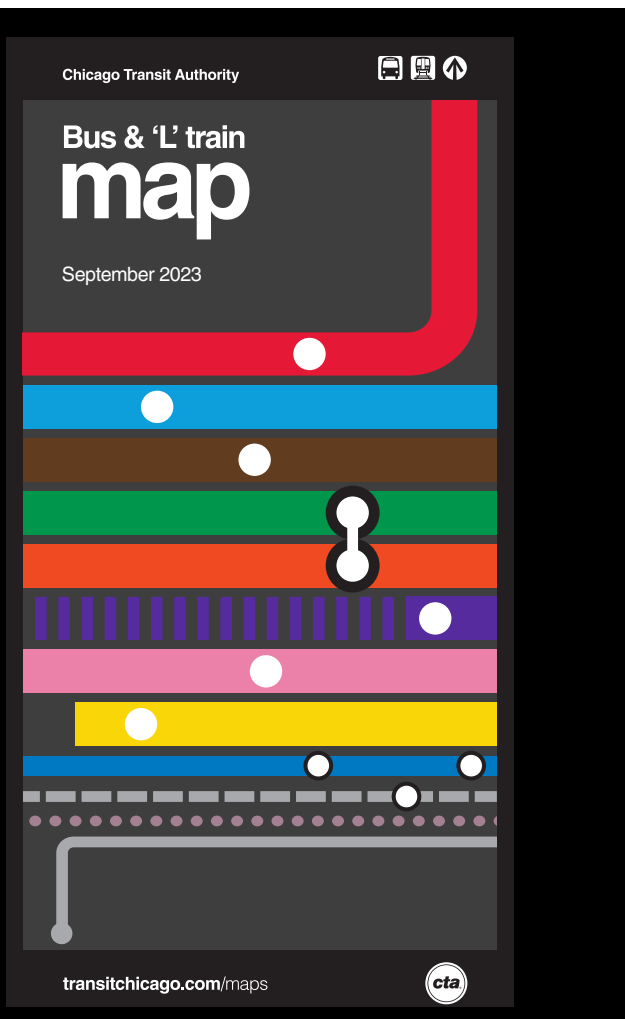


PROMOTION AND INFORMATION

Transit-served developments naturally provide transportation options. Promotion can help occupants and visitors better understand what options are available, why they are beneficial, and how to use them. Developers should consider the following promotion and information strategies for all developments; developers should note which strategies will be implemented for projects that require a TDM plan or memo.

Transportation welcome kit

As people tend to make changes in their routines with changes in life, such as when they take a new job or move into a new home, a transportation welcome kit can strategically encourage more sustainable travel habits. The transportation welcome kit could include maps, directions to nearby transportation options and amenities, a list of building amenities and programs, a complimentary transit pass, invitations to membership programs such as bike share, car share, ride share or taxi, and/or delivery services.

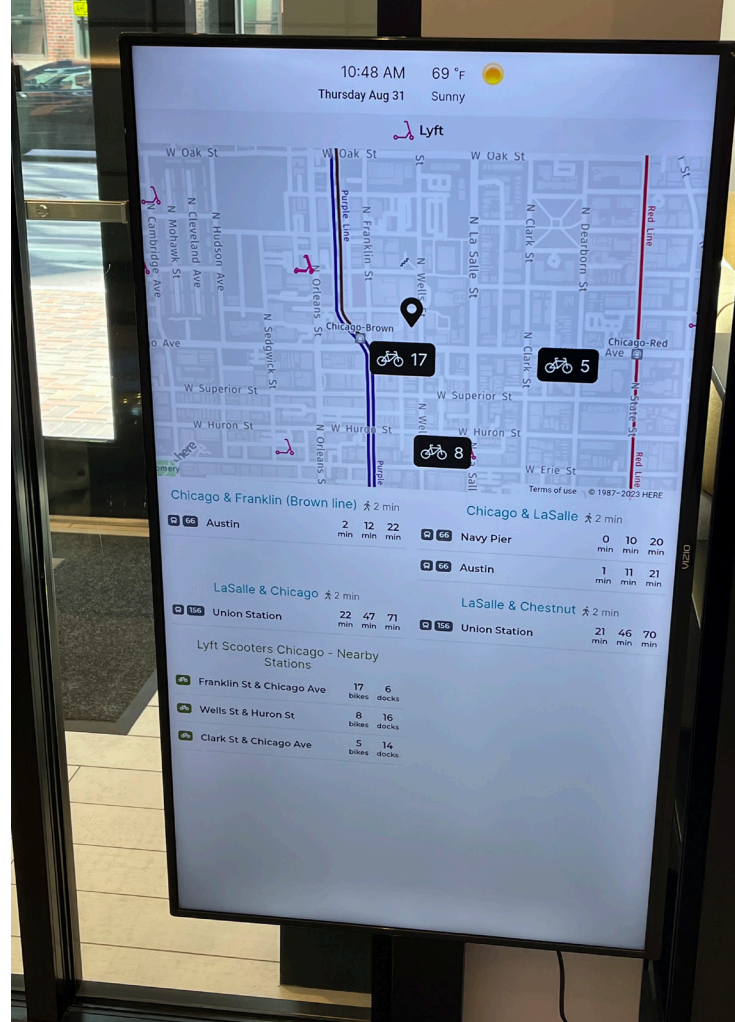


Transit newsletter

A forward-thinking building management team can contribute to the reduction of SOV traffic by offering a transit newsletter to occupants. This newsletter can disseminate timely information on public transportation options including bus routes, subway schedules, and nearby commuter rail services. It can also highlight the convenience of carpooling or ridesharing opportunities. By promoting these alternative transportation methods and providing updates on transit improvements or promotions, the building not only encourages a more sustainable commuting culture but also fosters a sense of engagement and environmental responsibility.

Live commuter information

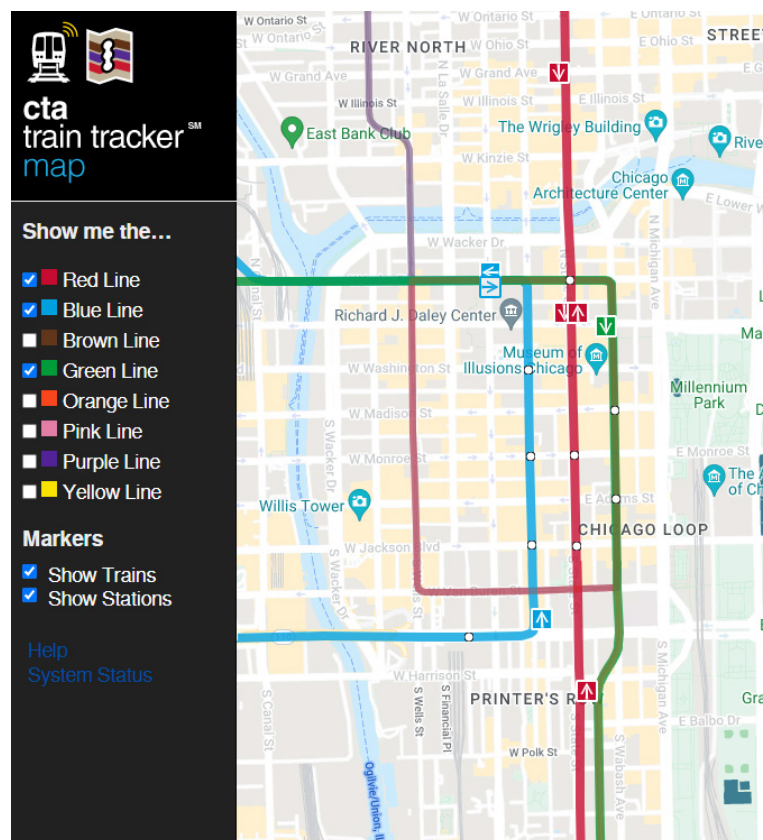
When it comes to changing and sticking with alternate modes, the more information the better. Building managers can post highly visible bulletin boards with up-to-date transit information and news or install screens or electronic kiosks. Providing real-time information at an on-site sheltered location near to a transit stop can reduce time spent waiting for a bus or train in inclement weather. A real-time transit info screen can be developed using the [do-it-yourself transit display site](#) from the CTA or created by a third-party provider.



Annual performance reporting

Evaluating how TDM strategies are performing – and celebrating successes – is an integral part of a TDM program. Annual performance evaluation can indicate which strategies are working, which need to be tweaked, and other improvements. Annual updates to building management and occupants provide valuable touchpoints to raise awareness about the program and its benefits.

Where requested by CDOT, projects that trigger TDM rules must complete an introductory survey in two parts: a general survey of the building and a survey of residents and tenants. For projects that include a full TDM Study, the survey should reflect compliance with identified default and supplemental strategies. Based on survey results, awards or classifications may be given to the best performing TDM plans and developments.



CASE STUDY:

MIXED USE RESIDENTIAL/RETAIL DEVELOPMENT

Developers should consider the following physical elements on all applicable projects, but especially projects where a TDM Plan or memo is required by CDOT. Developers should factor in physical elements early in the development process so that they are integrated into site plans and architectural drawings to work seamlessly with the overall project. Exploring public way improvements early can facilitate reviews and approvals in the later stages of development when timing is of the essence.

A developer is proposing a mixed-use residential and retail project within a quarter mile of a CTA station with 75 units and 40,000 square feet of retail on the ground floor. Based on CDOT's TDM Requirement Criteria table, the project size is the equivalent of 155 units. While CDOT ultimately has discretion to determine TDM requirements, a TDM Project Memo is likely.

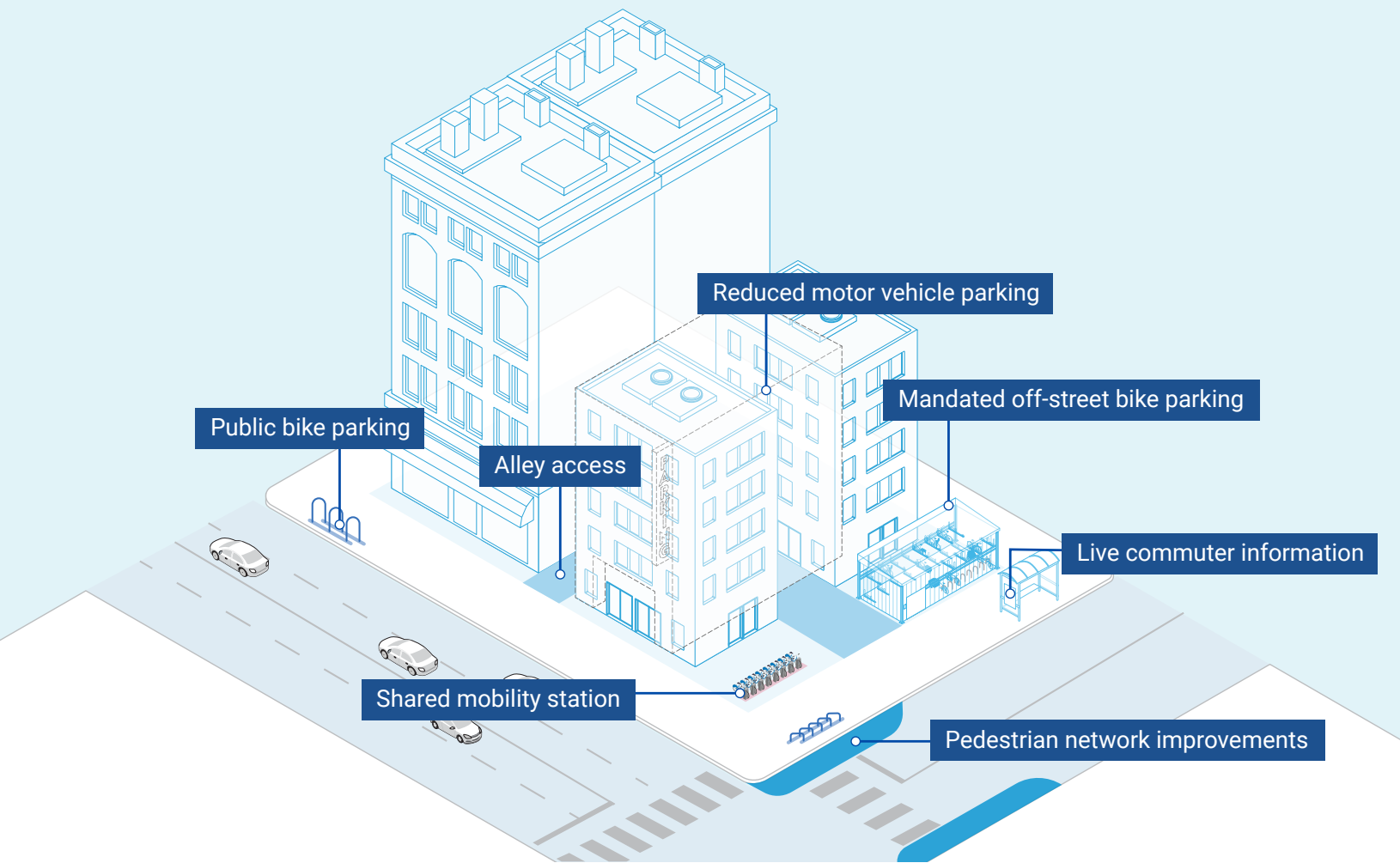
Since the project is transit-served, it will have a modeshare goal that at least 50% of all trips to and from the site should be non-SOV. People working at and patronizing the ground-floor retail will benefit from having multiple options to get to and from the site, and site design should entice passers-by to linger and stop in. TDM resources will help residents get the most out of living near transit and reduce transportation-related household costs.

Default strategies:

- **Reduced motor vehicle parking:** due to the proximity to the CTA, the developer elects to reduce on-site parking to zero with DPD approval, maximizing units and reducing parking construction and maintenance costs for residents.
- **Mandated off-street bike parking:** the project will include a first-floor indoor bike parking room available to residents and retail tenants. The first-floor location will make it easy for people to choose biking, no matter what type of bike they use.
- **Public bike parking:** to encourage people to shop by bike, the developer has proposed bike parking in a public plaza adjacent to major entrances covered by a canopy to keep customers' bikes out of the rain.
- **Alley access:** all waste service and retail loading will take place in the alley, as specified in lease arrangements so delivery drivers don't illegally park or stand in the street.

Physical design strategies:

- **Pedestrian network improvements:** the sidewalks before the project were narrow and the intersection adjacent to the site had a history of pedestrian crashes. To make it easier to walk to the train, the developer proposed to install bump-outs, upgrade street lighting, and update the traffic signal to pedestrian countdown timers with leading pedestrian intervals, with CDOT's approval.



- **Shared mobility station:** since sidewalk and on-street space is at a premium, the developer agreed to host a Divvy station on the on-site public plaza, available 24/7.

Programs and services:

- **TDM coordinator:** building staff include a TDM coordinator to help residents and tenants understand resources, incentives, and troubleshoot questions about commutes and benefits.

Promotion and information:

- **Live commuter information:** a real-time display showing train and bus arrival times is a permanent fixture in the shared lobby area so people won't have to wait as long in bad weather.

CASE STUDY:

COMMERCIAL DEVELOPMENT

A developer is proposing a new 170,000 square foot Loop commercial office tower within a quarter mile of multiple Metra and CTA train stations. From its size, the project is likely a Tier 3, requiring a Full TDM Study & Plan, but CDOT will ultimately determine what is necessary.

With its richly transit-served Loop location, the development will have a modeshare goal that greater than 50% of all trips to and from the site should be non-SOV. Providing convenient, attractive incentives to use nearby transit and the downtown bike network will save employees time spent in traffic, reduce the structured parking, and reduce network-level improvements that would need to be installed to accommodate the new trips.

Default strategies:

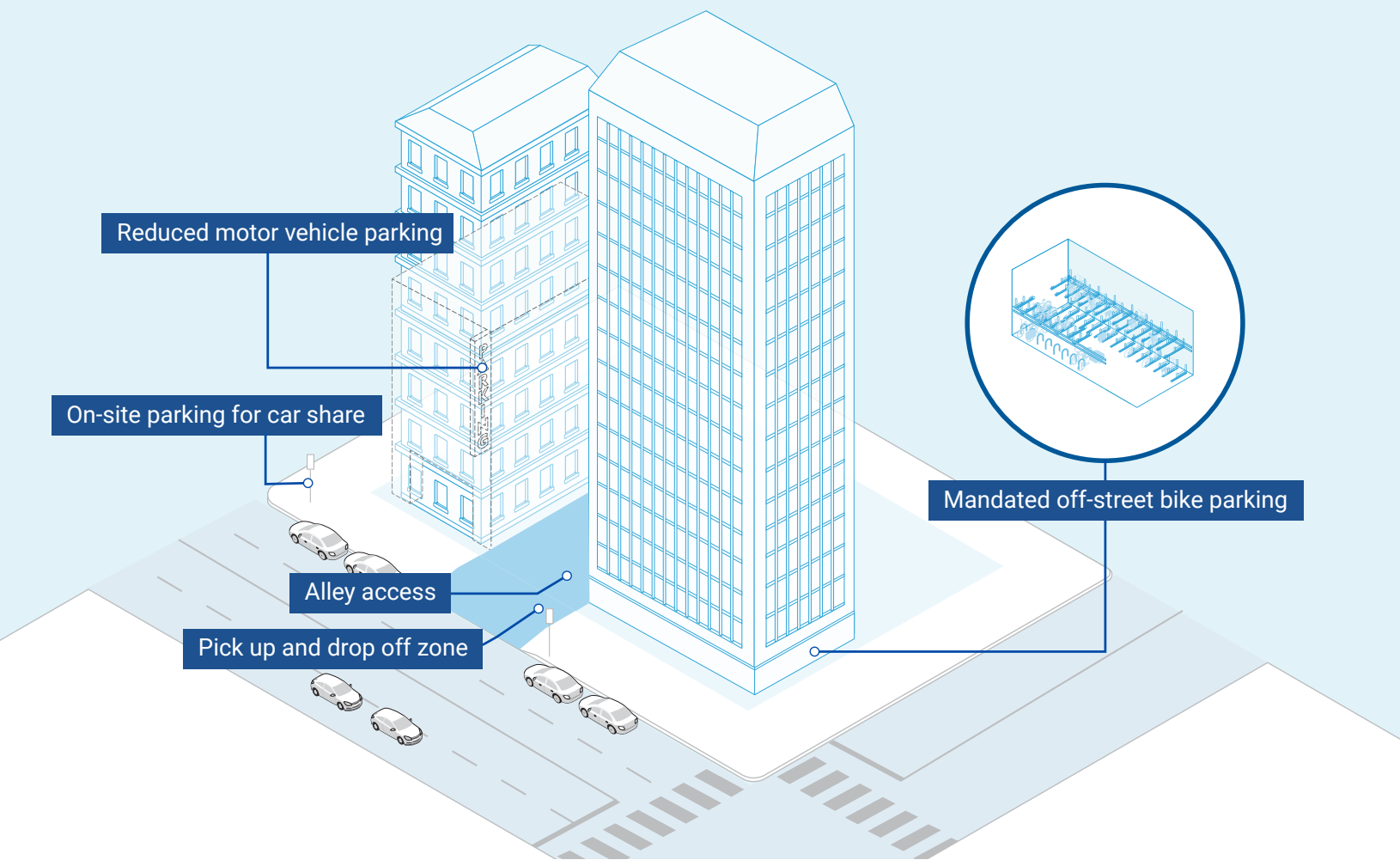
- **Reduced motor vehicle parking:** due to the proximity to the CTA, the developer elects to eliminate on-site parking with DPD approval, reducing parking maintenance and administration costs for prospective tenants.
- **Mandated off-street bike parking:** the project will include a bike room accessible off the alley providing secure, monitored bike parking, with a tool stand and electrical outlets to support commuters.
- **Alley access:** waste service and loading access will take place in the alley since curb space is at a premium and new curb cuts would degrade the downtown pedestrian environment.

Physical design strategies:

- **Bike commuter amenities:** transitioning from bike commuting to work attire can be a barrier to biking to work. The developer will provide a locker room complete with showers available to all employees.
- **Pick up and drop off zone:** understanding that some employees will arrive by ridehailing or taxi, the developer will work with CDOT to determine a defined zone to reduce double parking in traffic.

Programs and services

- **On-site parking for car share:** anticipating that tenants may need temporary use of a vehicle, the developer will work with a car share provider to have a short-term rental at a nearby garage.
- **Flexible and hybrid work schedules:** tenants will offer flexible start and end times to spread out trips across the day and hoteling office arrangements to reduce floor space and overall trips.
- **Mobility wallets and transit benefits:** tenants will offer a comprehensive mobility wallet to employees as part of their benefits package so that employees can enjoy the full range of mobility options on-site and nearby.



Promotion and information

- **Transportation welcome kit:** building management will supply a welcome kit to new tenants and their employees to help them best take advantage of nearby transportation options.

CASE STUDY:

INDUSTRIAL DEVELOPMENT

To meet growing demand for industrial space, a developer is proposing 100,000 square feet of industrial use under half a mile from a CTA station. Some amount of CDOT review, potentially up to a full TDM Study and Plan, is likely.

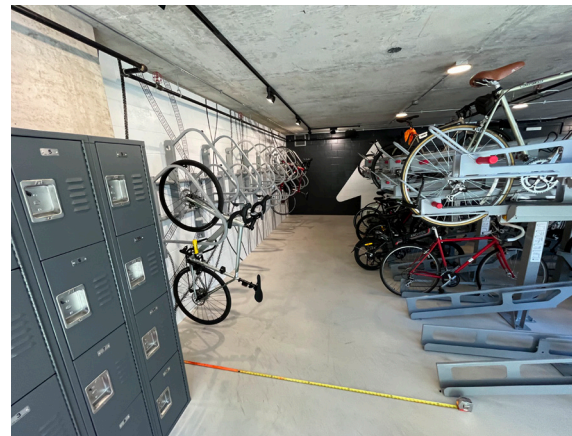
Since the project is transit-served, it will have a modeshare goal that at least 50% of all trips to and from the site should be non-SOV. Based on the industrial use, this will likely be accomplished by enabling and encouraging employees to utilize nearby transit and other options. Employees will benefit from having affordable options to get to and from work and the development team can make the most efficient use of the site without providing a large amount of employee parking and the extra associated curb cuts.

Default strategies:

- **Reduced motor vehicle parking:** due to the proximity to the CTA, the developer will reduce the number of minimum spaces by half as allowed by-right, shrinking the footprint of the employee parking lot.
- **Mandated off-street bike parking:** the project will include covered bike parking near the employee entrance in a visible location so employees feel safe parking their bikes outside.

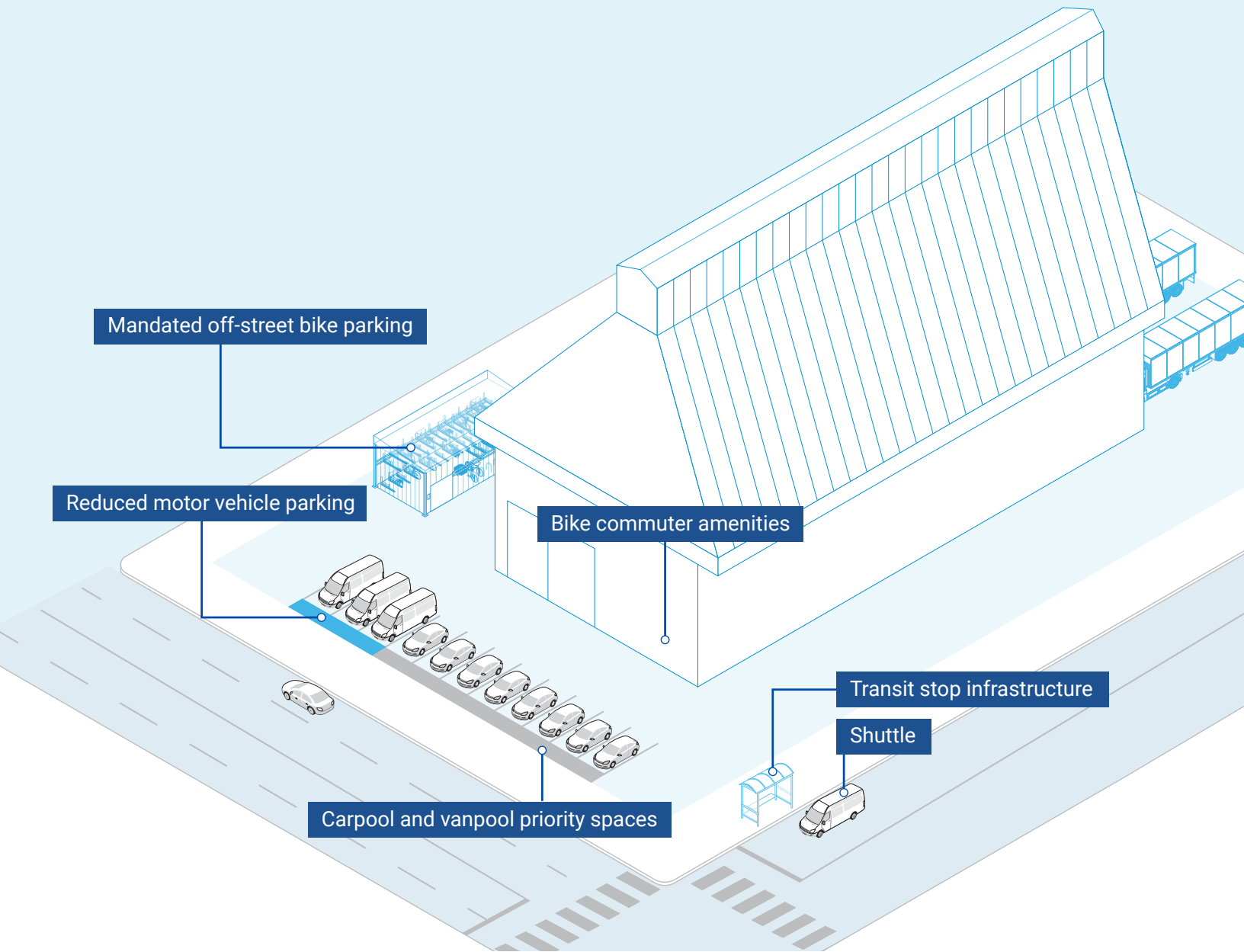
Physical design strategies

- **Bike commuter amenities:** the on-site employee locker room includes showers and changing rooms that anyone can use, whether they're finishing up their shift or biking to work. In addition, charging outlets will be conveniently provided by provided bike parking to charge e-bikes.
- **Transit stop infrastructure:** while some employees may come by train, others may arrive by CTA bus. To encourage transit use, the development will include a direct path to the bus stop and improve lighting around the transit stop for employees who travel when it's dark.



Parking policies

- **Carpool and vanpool priority spaces:** the spaces closest to the employee entrance will be reserved for employees arriving by carpool and vanpool, for which the tenant will provide ride matching programs through HR so that it's easy for employees to identify shared rides.



Programs and services

- **Transit benefits:** the prospective tenant will go above the pre-tax benefit and offer to provide free transit passes to employees who travel by CTA, defrayed by the lower maintenance costs of providing less employee parking on-site.
- **Guaranteed ride home:** in addition, the prospective tenant will provide a guaranteed ride home in the form of ridehailing credits for when an emergency arises and transit, walking, or biking to work or home is not an option.
- **Shuttle:** since the CTA train station is nearly a half-mile away and many shift changes occur overnight, the prospective tenant will provide a shuttle between the site and the station around shift changes.



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