

Trip Reduction Plans



PURPOSE

To encourage the use of alternative modes of transportation for day to day travel by requiring plans for vehicle trip reduction as part of large-scale commercial or residential development proposals. Trip reduction directly reduces greenhouse gas emissions.

HOW IT WORKS

Reducing the number of trips one makes is a key element in reducing overall greenhouse gas emissions. Communities can require trip reduction plans for large-scale commercial or residential developments to reduce single-occupancy automobile travel through zoning regulations. A municipal trip reduction plan regulation typically requires that the applicant outline the methods the development will employ to reduce single-occupancy automobile travel. Common methods include:

- » Provision of an on-site bus stop shelter if development is along an existing transit route.
- » Installation of bike racks and provision of bike storage areas.
- » Rideshare matching through carpools or van pools.
- » On-site postings of public transit schedules.
- » Financial incentives for commuters such as: free or discounted transit fares, travel reimbursement policies that reimburse bicycle or transit mileage for business trips, and Parking 'Cash Out' payments equivalent to the subsidy that employees receive for parking spaces in lots or garages at or near the place of employment.

- » Financial disincentives for commuters who drive alone such as elimination or reduction of parking subsidies for employees.
- » Alternative scheduling opportunities that allows for flextime, compressed work weeks, and working from home.

An effective municipal Trip Reduction Plan policy should be supported by an overall municipal Transportation Demand Management (TDM) that encourages more efficient travel patterns while taking into account local and regional travel patterns and socioeconomic conditions. A TDM program is a comprehensive set of policies to reduce travel demand, specifically that of single occupancy private vehicles. A TDM program may include bicycle and pedestrian amenities, subsidized transit costs, transit infrastructure, ridesharing programs and other measures.

EXAMPLES WHERE STRATEGY HAS BEEN IMPLEMENTED

CITY OF NORTHAMPTON, PROJECTS REQUIRING SITE PLAN APPROVAL AS MAJOR PROJECTS

<http://www.ecode360.com/?custId=NO2226>

TOWN OF HADLEY, COMMERCIAL DEVELOPMENT & PERFORMANCE STANDARDS BYLAW [HERE](#)

CITY OF EASTHAMPTON, COMMERCIAL DEVELOPMENT PERFORMANCE STANDARDS

<http://www.easthampton.org/downloads/ZONING008102010.pdf>

LINKS TO MORE INFORMATION

VICTORIA TRANSPORT POLICY GROUP, ONLINE TRANSPORTATION DEMAND MANAGEMENT ENCYCLOPEDIA.

<http://www.vtpi.org/tdm/tdm9.htm>

THE NATIONAL CENTER FOR TRANSIT RESEARCH'S NATIONAL TDM AND TELEWORK CLEARINGHOUSE

<http://www.nctr.usf.edu/clearinghouse/tro.htm>

MASSRIDES PROGRAM

<http://www.commute.com/>

MASSBIKE

<http://www.massbike.org/aboutus/pioneer-valley-chapter/>

FOR MORE INFORMATION, PLEASE CONTACT

Pioneer Valley Planning Commission

413-781-6045

60 Congress Street, Floor 1

Springfield, MA 01104-3419

www.pvpc.org

