



# HEXAGON TRANSPORTATION CONSULTANTS, INC.

124 Airport Boulevard/100 Produce  
Avenue, South San Francisco, CA

Transportation Demand Management (TDM) Program

Prepared for:

**The Hanover Company**

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# 1.

## Introduction

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This Transportation Demand Management (TDM) program was developed for the proposed residential development at 124 Airport Boulevard and 100 Produce Avenue (Project) in South San Francisco, California.

TDM is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

Compared to the parking requirements of the South San Francisco Municipal Code, the project would provide fewer than the required number of spaces. The main purpose of this recommended TDM program is to evaluate the parking reduction requirements outlined in Section 20.330.006 of the South San Francisco Municipal Code. The code states that the Planning Commission may grant a Conditional Use Permit for reduced parking if it finds that the project has undertaken a TDM program that will reduce parking demand at the site.

This TDM plan seeks to reduce auto dependency/vehicle ownership through a combination of appropriate measures to promote alternative forms of transportation. Annual reports will be provided regarding the utilization and efficacy of the TDM program through resident surveys to determine mode split and parking occupancy surveys to monitor parking demand and to ensure that the demand does not exceed the supply.

## Project Description

The project consists of two parcels, one located at 124 Airport Boulevard (north parcel) and the other at 100 Produce Avenue (south parcel), which are located on the northwest and southwest corners of the Airport Boulevard-Produce Avenue/San Mateo Avenue intersection (see Figure 1). The project proposes to replace the existing business/commercial uses with a total of 480 dwelling units: 294 units in Building 1 on the north parcel and 186 units in Building 2 on the south parcel. Two vehicular access points are planned for each of the two buildings – one on San Mateo Avenue and another on Airport Boulevard for the north parcel and one on San Mateo Avenue and another on Produce Avenue for the south parcel. Because of the raised median, the proposed driveways on Airport Boulevard and Produce Avenue will be restricted to right-in/right-out only movements. The

driveways on San Mateo Avenue are planned to be full access, allowing left turns into and out of the two buildings. The project would provide a total of 560 on-site vehicular parking spaces (341 spaces in Building 1 and 219 spaces in Building 2) within two parking levels within each building. Vehicular parking will be provided at the ratio of 1.16 spaces per unit for Building 1 and 1.18 spaces per unit for Building 2, which is less than the City's parking requirement. The parking layouts of the two levels within Building 1 are shown on Figure 2 and Figure 3 and the parking layouts of the two levels within Building 2 are shown on Figure 4 and Figure 5.

### **Downtown Location and Proximity to Transit**

Also called location efficiency, the location of a project within or adjacent to a central business district promotes pedestrian and bicycle travel in a high-density area of complementary land uses. The northern parcel is located in the Downtown Station Area Specific Plan (DSASP), and the southern parcel is located just outside the DSASP boundary. Both parcels will provide development and density within a ½-mile radius of the Caltrain Station, which will promote ridership. The proximity of the project to South San Francisco downtown, employment opportunities in the east of US 101 area, Caltrain and the BART stations are shown on Figure 6. Chapter 2 describes the existing transit services in the study area.



**Figure 1**  
**Project Site Location**

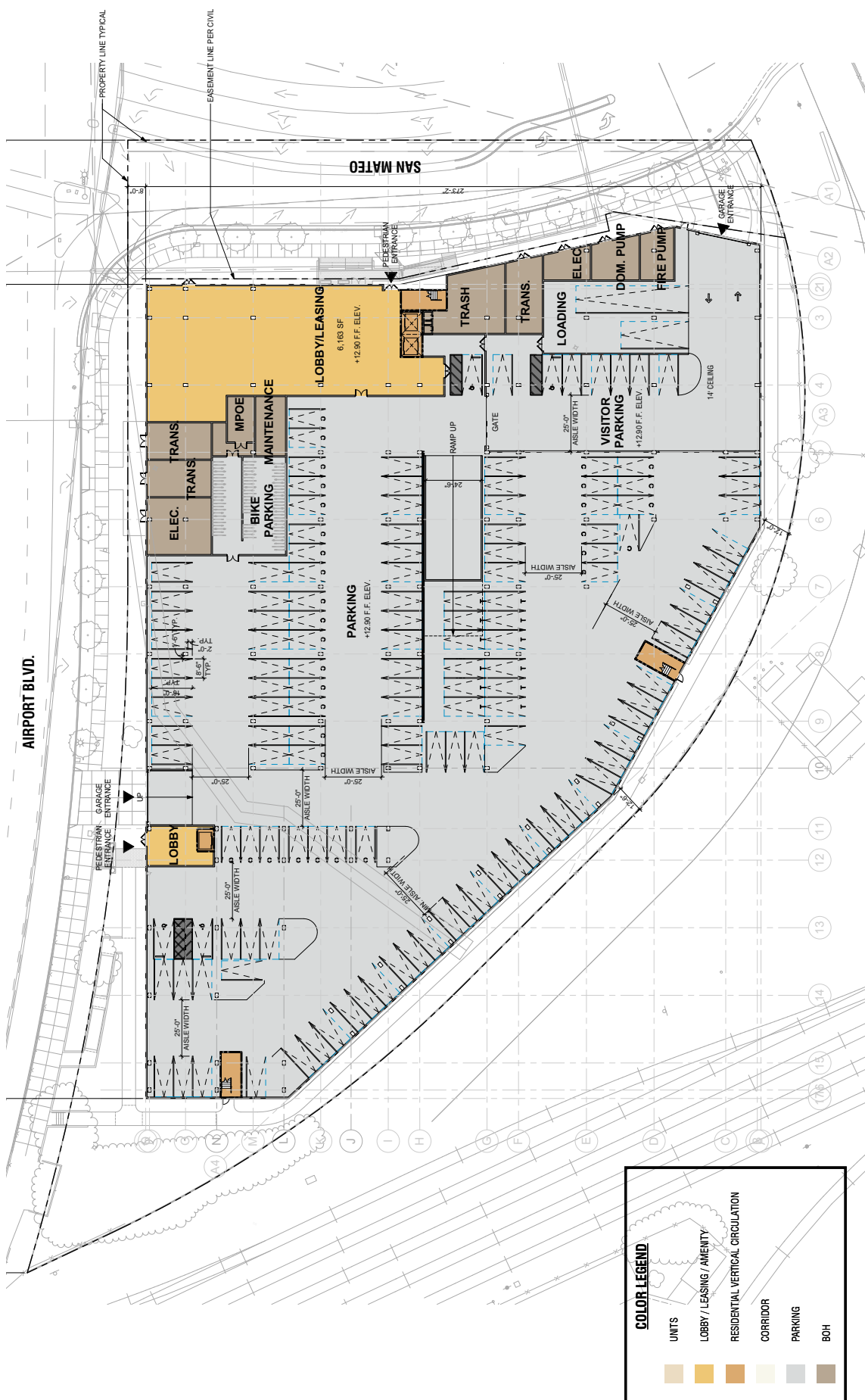


Figure 2  
Building 1 Parking Level 1



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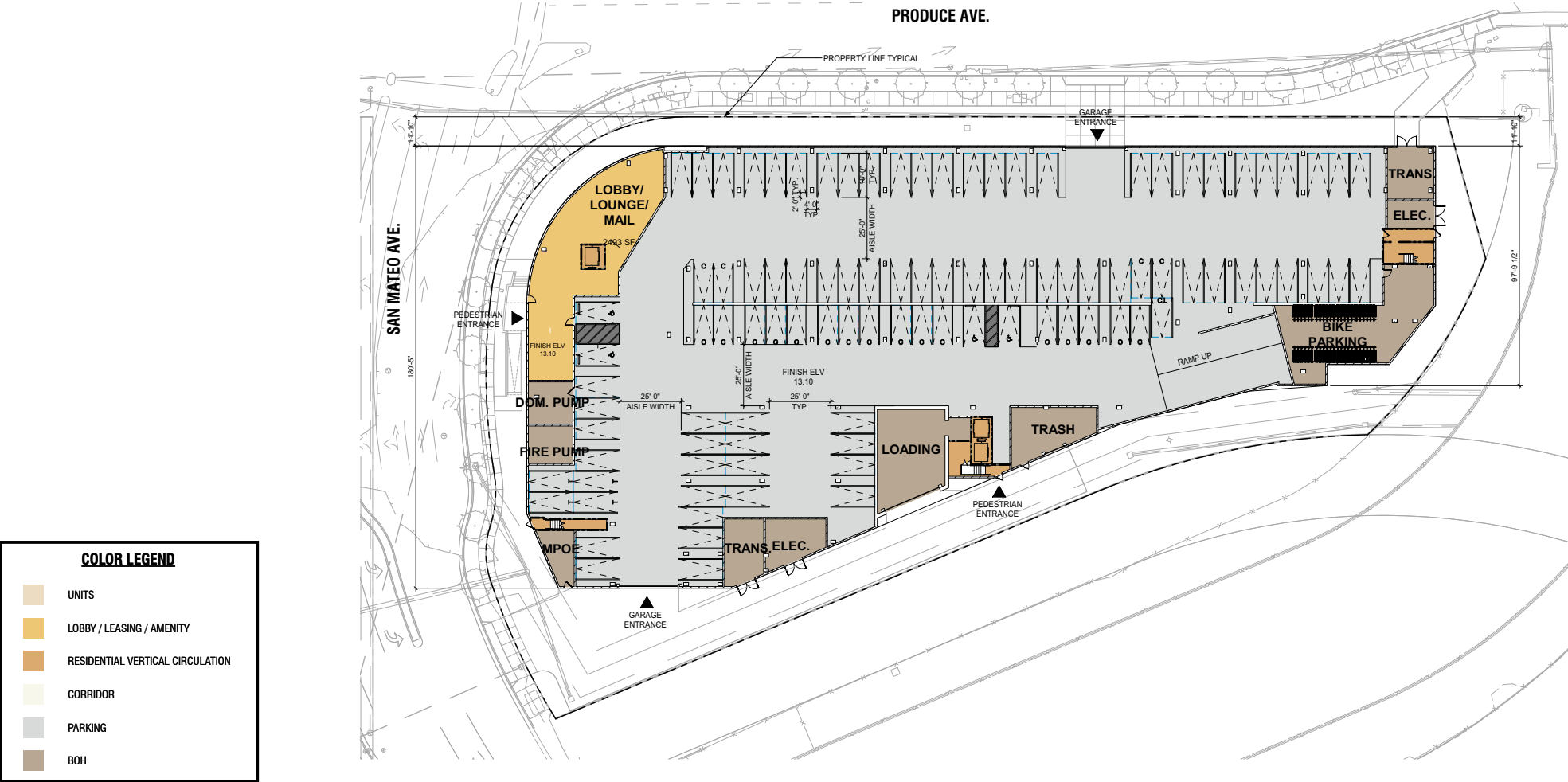


Figure 4  
Building 2 Parking Level 1



Figure 5  
Building 2 Parking Level 2



Figure 6  
Proximity to Nearby Destinations

## 2. Existing Transportation Facilities

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Transportation facilities and services that support sustainable modes of transportation include buses and shuttle buses, commuter rail, and bicycle and pedestrian facilities. This chapter describes existing facilities and services near the project site.

### Pedestrian Facilities

Sidewalks are provided on most streets in the immediate vicinity of the proposed project. Sidewalks exist in both directions on Airport Boulevard/Produce Avenue and San Mateo Avenue along the project frontages. In the immediate vicinity of the project, crosswalks exist at the signalized intersections of Airport Boulevard/Produce Avenue/San Mateo Avenue and Grand Avenue/Dubuque Avenue for pedestrians to get to the South San Francisco Caltrain station. Crosswalks are also present at intersections along Airport Boulevard and Grand Avenue for pedestrian access to downtown destinations.

Pedestrian access improvements are proposed in the area covered under the South San Francisco Downtown Station Area Specific Plan and citywide under the South San Francisco Pedestrian Master Plan. The plan calls for area-wide improvements, such as establishing a Downtown pedestrian-priority zone, making pedestrian-friendly alley improvements to Downtown lanes, and completing the street grid to reduce block lengths immediately surrounding the Caltrain station. The project is well situated to take advantage of the existing and planned pedestrian facilities and transit services in the immediate vicinity. These services would allow project residents to access employment and many services without an automobile. The new Caltrain station location will shorten the walking distance from the project site and allow easy access to transit services. Pedestrians can access the project site to/from other parts of the downtown via existing sidewalks and crosswalks at signalized intersections.

Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the downtown area. The project will replace existing curbs, gutter, and sidewalks along the project frontages on Airport Boulevard, Produce Avenue and San Mateo Avenue as part of their overall improvement plan.

### Bicycle Facilities

Bicycle facilities include bike paths, bike lanes, and bike routes. Bike paths (Class I facilities) are pathways, separate from roadways, which are designated for use by bicycles. Often, these pathways also allow pedestrian access. Bike lanes (Class II facilities) are lanes on roadways

designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III) are existing rights-of-way that accommodate bicycles but are not separate from the existing travel lanes. Routes are typically designated only with signs.

The City has 48.3 miles of existing bikeways, though most of them are not signed (see Figure 7). Transit stations, schools, parks and retail centers are all accessible by these bikeways. The following bicycle facilities exist in the project study area.

#### **Class I Bikeway (Multi-Use Path)**

- **East Grand Avenue** has a bike path that extends from Poletti Way and ends at Kimball Way. This path connects to Class II bike lanes that begin on Gateway Boulevard south of Grand Avenue.

#### **Class II Bikeway (Bike Lane)**

- **Airport Boulevard** has Class II bike lanes in both directions that begin north of Miller Avenue and connect to the Class III bicycle routes on Miller Avenue and Linden Avenue.
- **Gateway Boulevard** has Class II bike lanes in both directions that begin south of East Grand Avenue and extend to South Airport Boulevard.
- **Grand Avenue** has Class II bike lanes in both directions that begin west of Spruce Avenue and connect to the Class III bicycle route on Spruce Avenue.
- **Railroad Avenue** has a short segment of Class II bike lane in the eastbound direction that extends east from Spruce Avenue to Maple Avenue, after which it becomes a Class III bicycle route with sharrow markings. This bike lane connects to the Class III bicycle route on Spruce Avenue.

#### **Class III Bikeway (Bike Route)**

- **San Mateo Avenue** is a Class III bicycle route without sharrow markings. The route extends from Airport Boulevard past South Linden Avenue. It connects to the Class III bicycle route on Linden Avenue.
- **Airport Boulevard** has a Class III bicycle route without sharrow markings between Miller Avenue and San Mateo Avenue. It connects to the Class III bicycle route on San Mateo Avenue to the south and the Class II bicycle lane on Airport Boulevard north of Miller Avenue.
- **Linden Avenue** is a Class III bicycle route without sharrow markings. The route extends south from Airport Boulevard to San Mateo Avenue.
- **Spruce Avenue** is a Class III bicycle route with sharrow markings between Hillside Boulevard to the east and Victory Avenue to the south. This bicycle route continues south without sharrow markings to El Camino Real. The route connects to Class II bicycle lanes on Grand Avenue.
- **Miller Avenue** has a Class III bicycle route without sharrow markings between Airport Boulevard to the east and Chestnut Avenue to the west. It connects to the Class II and Class III bicycle facilities on Airport Boulevard and Class II bicycle on Chestnut Avenue.

- **Commercial Avenue** is a Class III bicycle route with sharrow markings between Linden Avenue to the east and Chestnut Avenue to the west. It connects to the Class III bicycle route on Linden Avenue and Chestnut Avenue.
- **Railroad Avenue** is primarily a Class III bicycle route with sharrow markings between Linden Avenue and Orange Avenue, except having a short segment of eastbound Class II bike lane between Maple Avenue and Spruce Avenue. It connects to the Class III bicycle route on Linden Avenue.

The City of South San Francisco adopted its citywide Bicycle Master Plan in 2011, the goal of which is to expand the bicycle network to make it easier and safer for people to bicycle through the City. The Downtown Station Area Specific Plan also included further provisions for expanding the bicycle network.

In the project vicinity, new Class II bike lanes are planned in both directions on Airport Boulevard between San Mateo Avenue and Miller Avenue, as well as Grand Avenue between Spruce Avenue and Airport Boulevard. New Class II bike lanes are also planned on South Airport Boulevard south of Mitchell Avenue. As part of the proposed Caltrain Station reconstruction, a new ped/bike rail crossing tunnel is proposed at the Grand Avenue/Airport Boulevard intersection that would directly connect to the South San Francisco Caltrain station. The new ped/bike tunnel would also provide a good bicycle connection between the downtown and the employment zone to the east of US 101. Bicycle and pedestrian connectivity to the project site is shown on Figure 8.

### Colma Creek Canal Trail East-West Bikeway

An east-west bikeway is planned along the Colma Creek Canal that would extend the existing bike path that ends at Spruce Avenue, providing a new connection to the San Francisco Bay Trail to the east. Between Spruce Avenue and Linden Avenue, the path would be a Class IV two-way protected on-street cycle track along North Canal Street. Between Linden Avenue and San Mateo Avenue, the path would be a Class I bike path passing under the Caltrain right-of-way along the Colma Creek Canal. At San Mateo Avenue, the path could transition to a Class IV on-street two-way cycle track through the Produce Avenue intersection and under US 101. East of Gateway Boulevard, the path would be a Class I bike path and run off-street along Mitchell Avenue before connecting to Harbor Way. Harbor Way would provide access to the Bay Trail to the south at Littlefield Avenue.

The Colma Creek Canal will provide a good bicycle connection between the project and the employment zones to the east of US 101.

## Transit Services

Existing transit service to the study area is provided by San Mateo County Transit District (SamTrans), commuter shuttles, Caltrain, and BART. The transit services are described below and shown on Figure 9.

### SamTrans Bus Routes

The following bus routes serve the project area.

- *SamTrans* 38 connects to Safe Harbor, the Millbrae Transit Center, and San Bruno BART station. This line provides limited northbound service between 5:00 AM and 7:55 AM, and limited southbound service between 5:45 PM and midnight. The bus maintains weekend schedules with limited northbound service between 6:52 AM and 10:03 AM, and limited

southbound service between 3:35 PM and midnight. The nearest bus stop is at the South Airport Boulevard/Utah Avenue intersection.

- *SamTrans* 292 provides connection between Downtown San Francisco to the north and Brisbane, South San Francisco, Burlingame and San Mateo to the south. This line provides service in both directions between 3:55 AM and 2:40 AM, with 20- to 30-minute headways during peak weekday hours. The bus maintains weekend schedules between 4:00 AM and 2:30 AM with 30- to 60-minute headways. The nearest bus stop is at the Airport Boulevard/Baden Avenue intersection.
- *SamTrans* 397 connects to Downtown San Francisco to the north and Palo Alto Transit Center to the south. This line provides service between 1:00 AM and 6:00 AM with 60-minute headways. The nearest bus stop is at the Airport Boulevard/Baden Avenue intersection.

### Commuter Shuttles

Additional commuter bus service is provided by Commute.org. These shuttles provide commuter connections between Caltrain and BART stations and East of US-101 employers:

- The Oyster Point Shuttles connect the Caltrain and South San Francisco BART stations, as well as the South San Francisco ferry terminal to destinations on Oyster Point, Forbes Boulevard, and Eccles Avenue. This line provides service during peak commute hours, between 6:30 AM and 10:00 AM, and between 3:00 PM and 6:00 PM with 30- to 60-minute headways. The Oyster Point Caltrain and ferry terminal shuttles stop at the South San Francisco Caltrain station, which is approximately 0.5 mile north of the project site.
- The Utah-Grand Shuttles connect the Caltrain and South San Francisco BART stations, as well as the South San Francisco ferry terminal to destinations on East Grand Avenue and Utah Avenue. This line provides service during peak commute hours, between 5:30 AM and 9:30 AM, and between 4:00 PM and 6:15 PM with 30-minute headways. The Utah-Grand Caltrain and ferry terminal shuttle services can be accessed at the Caltrain station. All the Utah-Grand shuttles have a stop at the South San Francisco Conference Center at 255 South Airport Boulevard, which is approximately 0.5 mile south of the project site.

Continuous sidewalks are present for pedestrians walking between the proposed project and all the nearest bus stops.

### BART

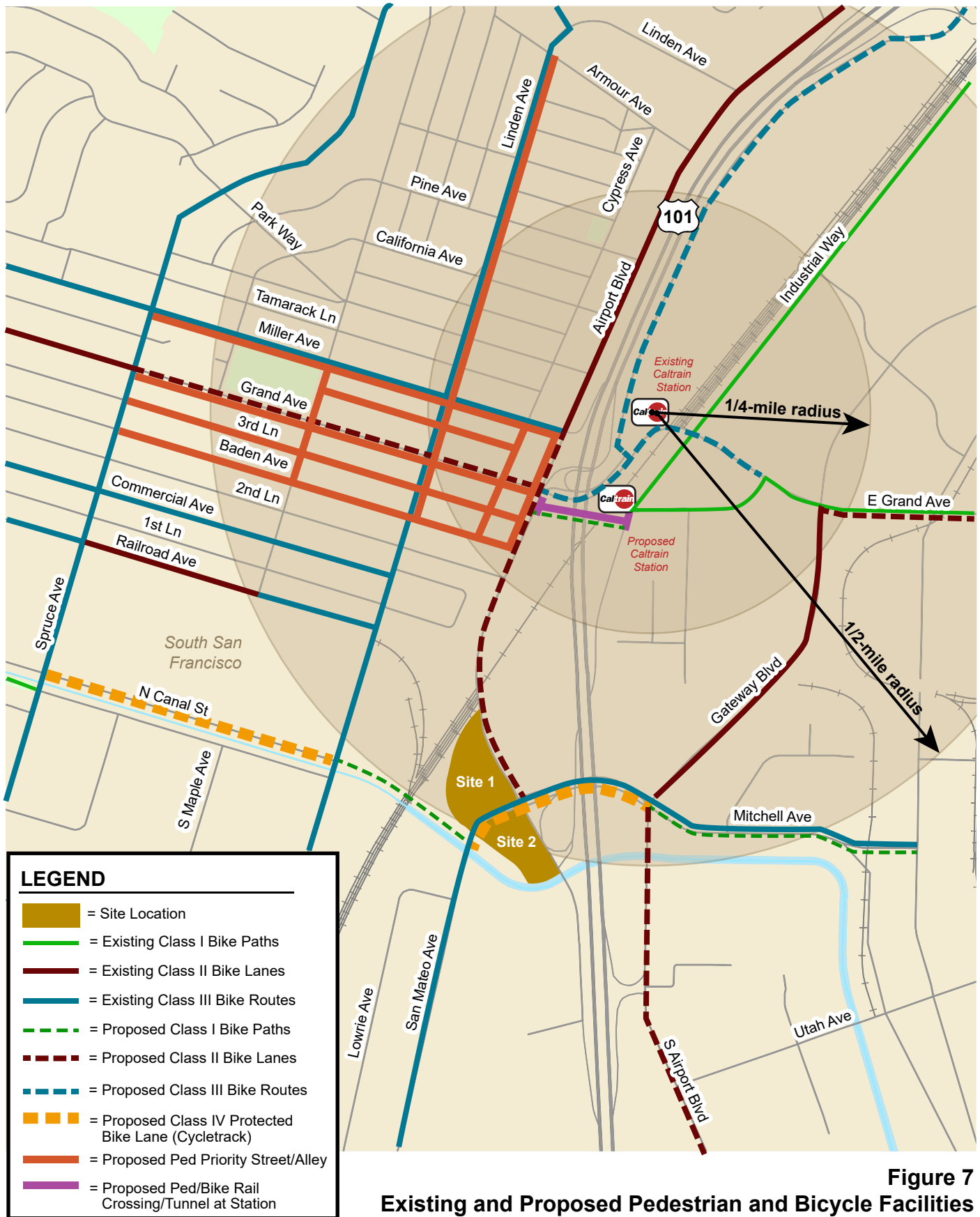
Bay Area Rapid Transit (BART) operates regional rail service in the Bay Area, connecting between San Francisco International Airport and the Millbrae Intermodal Station to the south, San Francisco to the north, and cities in the East Bay. The BART stations closest to the project area are the San Bruno Station located near Huntington Avenue east of El Camino Real, and the South San Francisco Station, located on Mission Road and McLellan Drive. Both stations are located within 3 miles of the Caltrain station, and SamTrans provides service from the stations to Downtown South San Francisco. BART trains operate on 15-minute headways during peak hours and 20-minute headways during off-peak hours.

### Caltrain

Caltrain provides commuter rail service between San Francisco and Gilroy. The project is located at about 0.5 miles southwest of the South San Francisco Caltrain station, which is located at 590 Dubuque Avenue, on the east side of US-101, immediately north of East Grand Avenue. The South

San Francisco Caltrain Station serves local and limited-stops trains. Weekday peak commute headways are between 20 and 60 minutes, with more frequent service for AM northbound and PM southbound trains.

Currently, the only access to the South San Francisco Caltrain station is from the west side of the train tracks, via the Grand Avenue overpass. This overpass requires a long and circuitous detour for people walking and bicycling, who have to cross Grand Avenue and descend either a tall metal staircase or use Dubuque Avenue. Recently, the San Mateo County Transportation Authority (SMCTA) Board awarded a \$59 million grant for station reconstruction to improve safety and connectivity to nearby businesses. The station reconstruction will include widening the center platform and building a pedestrian tunnel to connect the station directly to the east end of downtown's Grand Avenue. Passengers will be able to get to the station's center platform via ramps connecting to a tunnel underneath the tracks. The tunnel will connect to a pedestrian plaza at Grand Avenue and Airport Boulevard on the west side of the tracks and a transit plaza at the intersection of Grand Avenue and Poletti Way on the east side of the tracks. Buses and shuttles will pick up and drop off Caltrain passengers from the new east-side plaza instead of the parking lot on the west side of the station. There will be time savings for passengers commuting to the City's biotech job center on the east side of the tracks. With the South San Francisco Caltrain station reconstruction, the proposed project will be approximately 0.4 miles from the station.



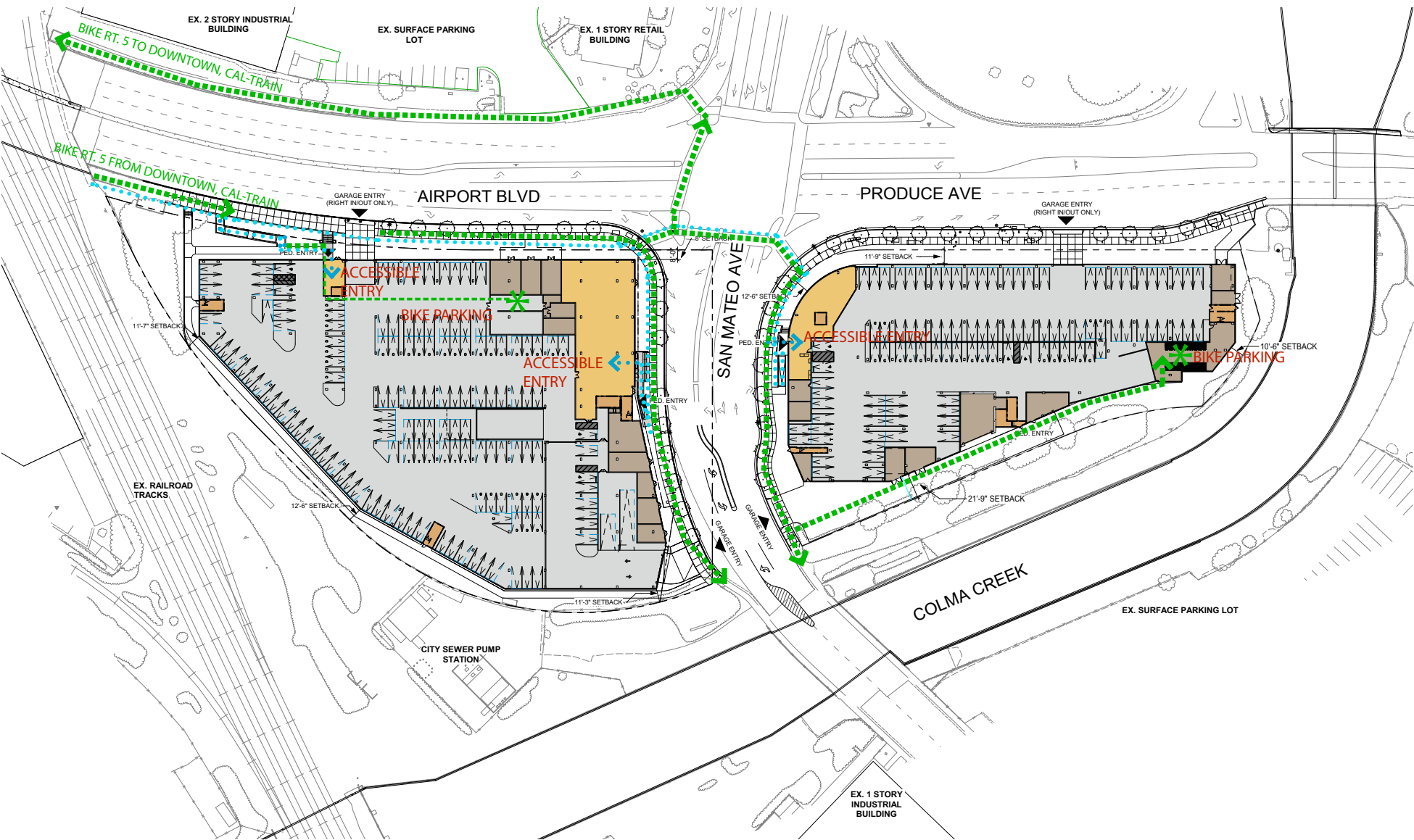
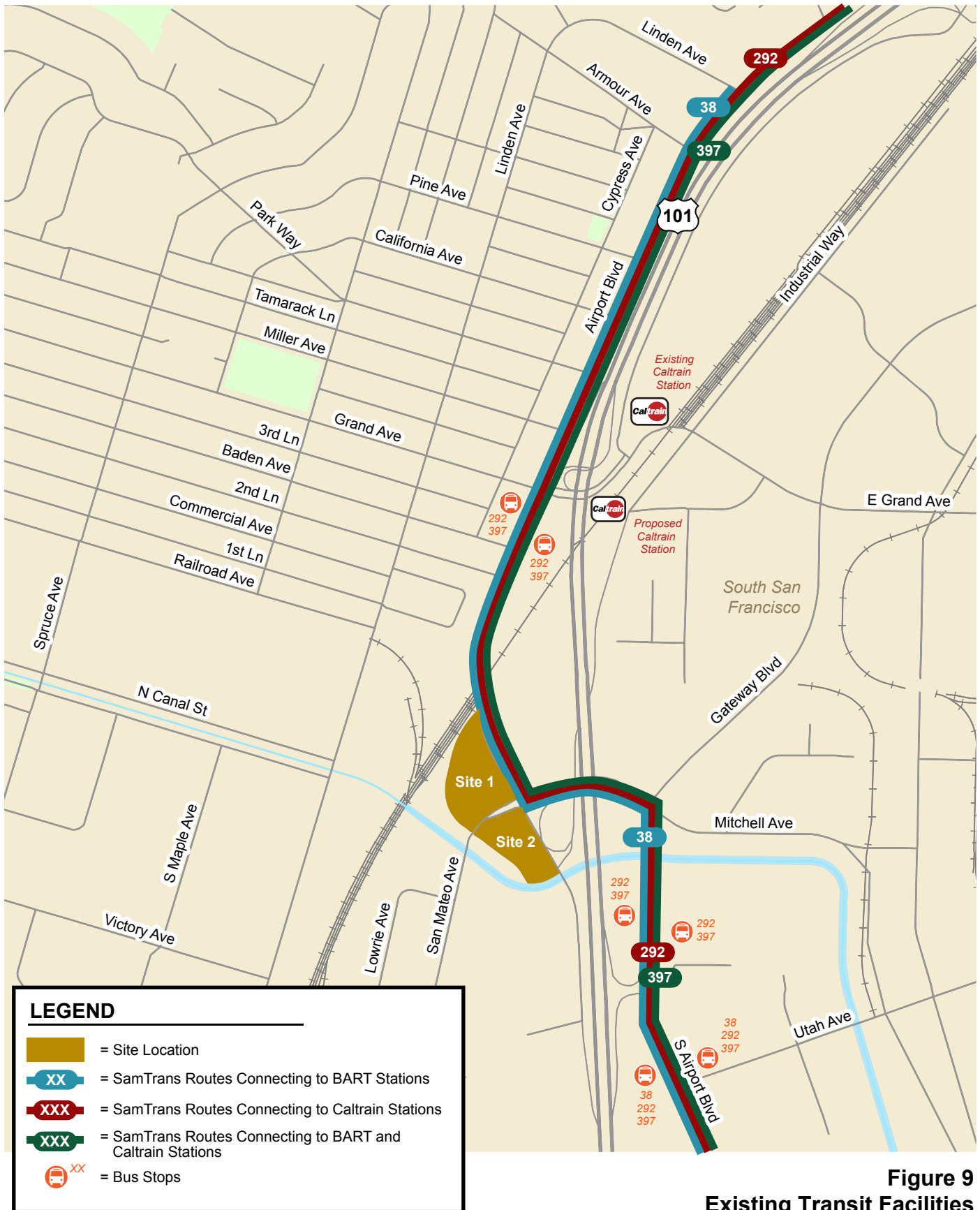


Figure 8  
Project Bicycle and Pedestrian Connectivity



**Figure 9**  
**Existing Transit Facilities**

### 3. Parking

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Required parking for the project is based on the City of South San Francisco Parking Ordinance (20.330.004 – Required Parking Spaces). However, since both parcels are located within ½ mile of the Caltrain station, and the project is located just outside the downtown district, parking analysis for the proposed project is also compared to the Downtown Parking requirements (Section 20.330.007).

#### **Vehicular Parking**

##### **Outside Downtown District**

Parking requirements for the proposed project were calculated based on the following parking ratios for multi-family dwelling units outside the downtown district:

- Studio and less than 500 sq ft – 1 space per unit maximum.
- One-bedroom (up to 1,100 sq. ft) – 1.5 spaces per unit.
- Two-bedroom (up to 1,100 sq. ft) - 1.8 spaces per unit.
- Three or more bedrooms and 1,101 sq ft or larger – 2 spaces plus an additional 0.5 space for each additional sleeping room over 3.

The general requirement for multi-unit residential parking calls for one covered space for each unit and one additional guest parking space for every 4 units for projects greater than 10 units.

##### **Downtown District**

For projects within the downtown district, the following parking ratios are required for multi-family dwelling units:

- Studio and less than 500 sq ft – 1 space per unit maximum.
- One-bedroom (up to 1,100 sq. ft) - 1 space minimum, 1.5 spaces maximum per unit
- Two-bedroom (up to 1,100 sq. ft) - 1.5 spaces minimum, 1.8 spaces maximum per unit.
- Three or more bedrooms and 1,101 sq ft or larger – 1.5 spaces minimum, 2 spaces maximum per unit.

The general requirement for multi-unit residential parking within the downtown district calls for one covered space for each unit.

Table 1 below summarizes the minimum required parking spaces for the project and compares it to the parking requirement in the downtown district.

**Table 1**  
**Parking Analysis**

	# of units				Outside Downtown District				Downtown District			
					# of space		Parking Deficit		# of space		Parking Deficit	
	Studio	1 bed	2 bed	3 bed	Required	Provided	# Spaces	%	Required	Provided	# Spaces	%
Building 1	61	139	89	5	513	341	172	34%	341	341	0	0%
Building 2	37	89	51	9	327	219	108	33%	216	219	-3	-1%
<b>Total</b>	<b>98</b>	<b>228</b>	<b>140</b>	<b>14</b>	<b>840</b>	<b>560</b>	<b>280</b>	<b>33%</b>	<b>557</b>	<b>560</b>	<b>-3</b>	<b>-1%</b>

As shown in Table 1, the project would provide a total of 560 parking spaces (341 spaces in Building 1 and 219 spaces in Building 2). Compared to the parking requirements for projects outside the downtown district, the project would be required to provide a total of 840 parking spaces, which calculates to 1.75 parking space per unit. The project would provide 280 (33%) fewer than the required number of parking spaces at the rate of 1.16 spaces per unit for Building 1 and 1.18 spaces per unit for Building 2. Compared to the parking requirement in the downtown district, there would be a deficit of only 3 parking spaces.

The project will implement a comprehensive TDM program to reduce the project's parking demand. The proposed TDM program is described in detail in Chapter 4.

### Bicycle Parking

According to the City's Bicycle Parking Standards, for multi-unit residential developments with eight or more units, short-term bicycle parking should be provided at a rate of 10% of the number of required automobile parking spaces. The code also requires that long-term bicycle parking be provided at a minimum of one bicycle parking space for every four units (0.25 spaces per units) for multi-unit residential projects. This calculates to 56 short-term bicycle parking spaces and 120 long-term bicycle parking spaces. The site plans show that the project would provide 147 long-term bicycle parking spaces in Building 1 and 93 long-term bicycle parking spaces in Building 2, with a total of 240 long-term bicycle parking spaces (at the rate of 0.5 per unit). The project would provide twice the required number of long-term bicycle parking spaces. The total number of on-site long-term bicycle parking spaces would exceed the sum of the required number of short-term and long-term bicycle parking spaces. The project will provide 12 short-term bicycle parking spaces for each building for a total of 24 short-term parking spaces for visitors.

## 4. Recommended TDM Program

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The TDM measures for the project were developed consistent with the City of South San Francisco – Downtown Station Area Specific Plan (DSASP) goals to “provide for a balanced mix of travel modes – including pedestrians, bicyclists, transit and automobiles.”

Due to the availability of transit options and bicycle facilities near the project, as well as the proportion of studio and one-bedroom units being proposed (68%), it is reasonable to assume that not all residents of the proposed development would own a car and require a parking space. Thus, the vehicle parking demand will likely be less than the City’s parking requirement. Implementation of the recommended TDM measures would encourage future residents taking alternative transportation modes (transit, bicycle, and car-share) to further reduce single occupant vehicle use and the need for on-site parking. The project site is well suited to have a successful TDM Program based on its access to bicycle, pedestrian, and transit facilities in the study area.

### Recommended TDM Measures

The TDM measures recommended for the project include planning and design measures related to the attributes of the site location, the site design, and on-site amenities. Such measures encourage walking, biking, and use of transit. For the proposed project, these include the following measures, which are also summarized in Table 2.

#### Site Location and Design-Related Measures

With the South San Francisco Caltrain station reconstruction, the proposed project will be less than a ½ mile (0.4 mile) from the station. Passengers will be able to access the station via a tunnel that will be provided at the east end of downtown’s Grand Avenue. The site will be designed with upgraded sidewalks along the project frontages on Airport Boulevard and San Mateo Avenue to encourage walking to the Caltrain station. Continuous sidewalks will exist between the Caltrain station reconstruction and the project sites. The project sites are also located approximately 0.3 miles (1600 feet) from the bus stops on Airport Boulevard near Baden Avenue, which are served by two SamTrans bus routes.

Access to building amenities, such as the outdoor courtyards, fitness center, swimming pool in Building 1 and community space, as well as free Wi-Fi in the community areas for telecommuting, will be included to allow residents to stay onsite and reduce trips.

Ample bicycle support facilities will be provided including secure and protected bicycle parking for residents, bike racks for visitors, and on-site bicycle repair stations to encourage bicycling as a travel mode.

**Table 2**  
**Recommended TDM Measures for 124 Airport Boulevard/ 100 Produce Avenue**

TDM Measure	Implementation Responsibility
<b>Bicycle and Pedestrian Facilities</b>	
Bike Parking	Building Developer
Bike Repair Hub	Trans.Coordinator
Resources (maps & info)	Trans.Coordinator
<b>Carpool and Vanpool Programs</b>	
511 Ridematching Assistance	Available to public
Carpool/Vanpool Incentives for New Users	Available to public
<b>Transit Elements</b>	
\$100 welcome transit pass (One-time)	Trans.Coordinator
<b>Online Info Center</b>	
"Online Kiosk": website with info	Building Developer <sup>1</sup>
Information Packets for New Residents	Trans.Coordinator
<b>Program Marketing, Administration, Monitoring and Reporting</b>	
Transportation Coordinator	Building Developer <sup>1</sup>
Event promotions & publications	Trans. Coordinator
Resident Surveys	Trans. Coordinator
Parking Occupancy Survey	Trans. Coordinator
Annual reporting to City	Trans. Coordinator
<b>Internet and Telecommuting</b>	
Cable wiring to facilitate telecommuting	Building Developer
<b>On-Site Amenities</b>	
Residential fitness center	Building Developer
Swimming Pool	Building Developer
Cyber Lounge	Building Developer
<b>Parking</b>	
Unbundled Parking	Trans. Coordinator
<b>Notes:</b> 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.	

## **TDM Administration and Promotion**

### **Designated Transportation Coordinator**

Experience with other TDM programs indicates that having a Transportation Coordinator who focuses on transportation issues and who is responsible for implementing and managing the TDM program is key to its success. The building owner or management will need to appoint an individual as the Transportation Coordinator or TDM contact person, and that person's name and contact information should be provided to the City.

The Transportation Coordinator's responsibilities will include organizing and implementing the promotional programs, updating information on the online information board/kiosk, providing trip planning assistance and/or ride-matching assistance to residents who are considering an alternative mode for their commute, and resident survey. The Transportation Coordinator should maintain up-to-date transit schedules and route maps for SamTrans, BART, Caltrain and community shuttles and be knowledgeable enough to answer resident's TDM program-related questions.

### **Promotional Programs**

The Transportation Coordinator should undertake additional marketing activities to encourage residents and employees to try an alternative mode to get to work. Although some marketing, such as the online kiosk and distributing information welcome packets to new residents, should be conducted immediately, additional promotional activities might include email blasts of flyers, brochures or other materials on commute alternatives, ridesharing incentive programs, and transit benefits. SamTrans.com and 511.org can help provide some useful marketing materials.

## **Bicycle and Pedestrian Facilities**

The site has quality access to bicycle and pedestrian routes through South San Francisco, connecting the project to major destinations and transit stations. The presence of other commercial uses in the vicinity of the project site will encourage residents to walk to the retail, and commercial areas nearby. It is expected that bicycle and pedestrian facilities that are included as part of the project will be successful in reducing the need for vehicle ownership and thereby reducing the demand for on-site parking.

### **Bicycle Parking**

Providing secure bicycle parking encourages bicycle commuting and reduces daily vehicle trips.

The site plans show that the project will provide 147 long-term bicycle parking spaces in Building 1 and 93 long-term bicycle parking spaces in Building 2, with a total of 240 long-term bicycle parking spaces (at the rate of 0.5 per unit). The project will provide twice the required number of long-term bicycle parking spaces. The total number of on-site long-term bicycle parking spaces will exceed the sum of the required number of short-term and long-term bicycle parking spaces. The project will provide 12 short-term bicycle parking spaces for each building for a total of 24 short-term parking spaces for visitors.



## **Bicycle Resources**

As part of the information available in the “online kiosk” discussed in more detail below, resources useful to cyclists should be included. For example, the local bikeways map should be posted for easy reference. A map showing the safe routes to the public elementary school, middle school, and high school that will serve the site’s families should also be posted.

The following resources are available to bicycle commuters through 511.org. These resources should be noted on the project’s online information center to make tenants aware of them.

- Free Bike Buddy matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day
- Tips on selecting a bike and commute gear
- Links to bicycle organizations

## **Bicycle Repair Stands In Bike Storage Rooms**

The project is proposing to provide bike repair stands/kiosks in the bicycle storage room. The bicycle repair stands will include all the tools necessary to perform basic bike repairs and maintenance, from changing a flat tire to adjusting brakes and derailleurs. Repair stations also provide a singular point where bicyclists can share information on routes, commuting, and maintenance practices to help generate a stronger community that is more engaged in bicycling as a mode of transportation.

## **Pedestrian Accessibility**

The site is currently well-served by pedestrian amenities including sidewalks and crosswalks with pedestrian signal heads. Improvements to these existing facilities, including 6-foot sidewalks and the addition of planting strips along the project frontages on Airport Boulevard, San Mateo Avenue and Produce Avenue to provide buffer between vehicles and pedestrians by the development will encourage individuals to walk to nearby destinations. The proposed public pedestrian and bicycle ways are shown on Figure 7.

## **Carpool and Vanpool Programs**

### **511 Ride Matching Assistance**

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This program should be promoted through the online information center and in New Resident Information packets.

This free car and vanpool ride-matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential Zip code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute.



### **Carpool/Vanpool Incentives for New Users**

The 511 Regional Rideshare Program offers a number of incentive programs to encourage people to try carpooling and vanpooling. Most of these programs are designed to reward someone for forming or trying a carpool or vanpool and provide an award or subsidy after the first three or six months of use.

- **Vanpool Formation Incentive:** The 511 Regional Rideshare Program provides up to \$500 in gas cards to new vanpools that meet certain eligibility requirements and complete three to six consecutive months of operation. The gas cards are awarded on a first-come, first-served basis, until funds are exhausted.
- **Vanpool Seat Subsidy:** The 511 Regional Rideshare Program also offers a vanpool seat subsidy in the form of gas cards. The seat subsidy will provide \$100 per month, with a limit of three months per van during the program year, to help cover the fare of a lost participant. The gas cards will be offered to eligible vans on a first-come, first-served basis until the funds are exhausted.
- **Discounted Tolls:** The 511 Regional Rideshare Program offers free toll passage on seven of the Bay Area's bridges for vanpools with 11-15 people who register with 511. Additionally, the program also offers toll discounts to carpools with three or more people (two people in a two-seat vehicle) on eight of the Bay Area's bridges during peak commute hours. The discounts vary per bridge, but typically are half of the standard toll price. For example, the San Mateo – Hayward Bridge has a standard toll of \$5, but for a carpool of three people (two people in a two-seat vehicle) the toll is only \$2.50 Monday through Friday between 5-10 AM and 3-7 PM.

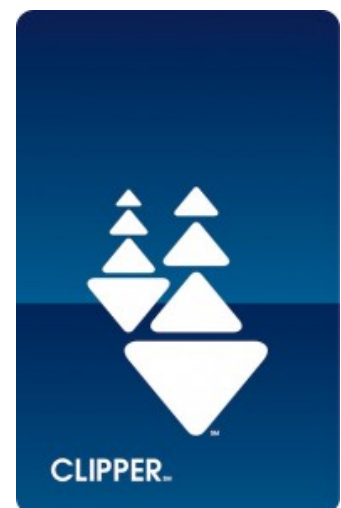
### **Ridematching with Scoop**

Scoop is a carpool matching application that helps commuters to connect with carpools who share a similar commute in trip planning. Scoop's algorithm matches commuters based on route, predicted traffic, and past feedback. AM and PM trips can be scheduled separately. Morning trips should be scheduled by 9 p.m. the night before and afternoon and evening trips should be scheduled by 3.30 PM the day of the trip. Trips can be scheduled up to a week in advance. Scoop lets commuters know their carpool details well in advance so there's zero stress. Scoop is providing guaranteed rides back home in the evening for the commuters who commuted using the scoop app in the morning and are not able to find a ridematch in the evening. A designated area for drop-off/pickup for ridesharing vehicles will be provided for each of the two buildings (see Figure 10).

### **Transit Elements**

#### **Subsidized Transit Passes**

We understand the developer will provide \$100 welcome transit passes per dwelling unit during the initial lease up period. This will encourage residents to explore transit options in the project vicinity and motivate residents to use transit for commuting to work. The Transportation Coordinator should be responsible for administering the program. Each resident should be given a clipper card that can be used on various transit systems like BART, Caltrans and SamTrans. Clipper is the all-in-one transit card for the Bay Area and can be used on all Bay Area transit systems, including Muni.



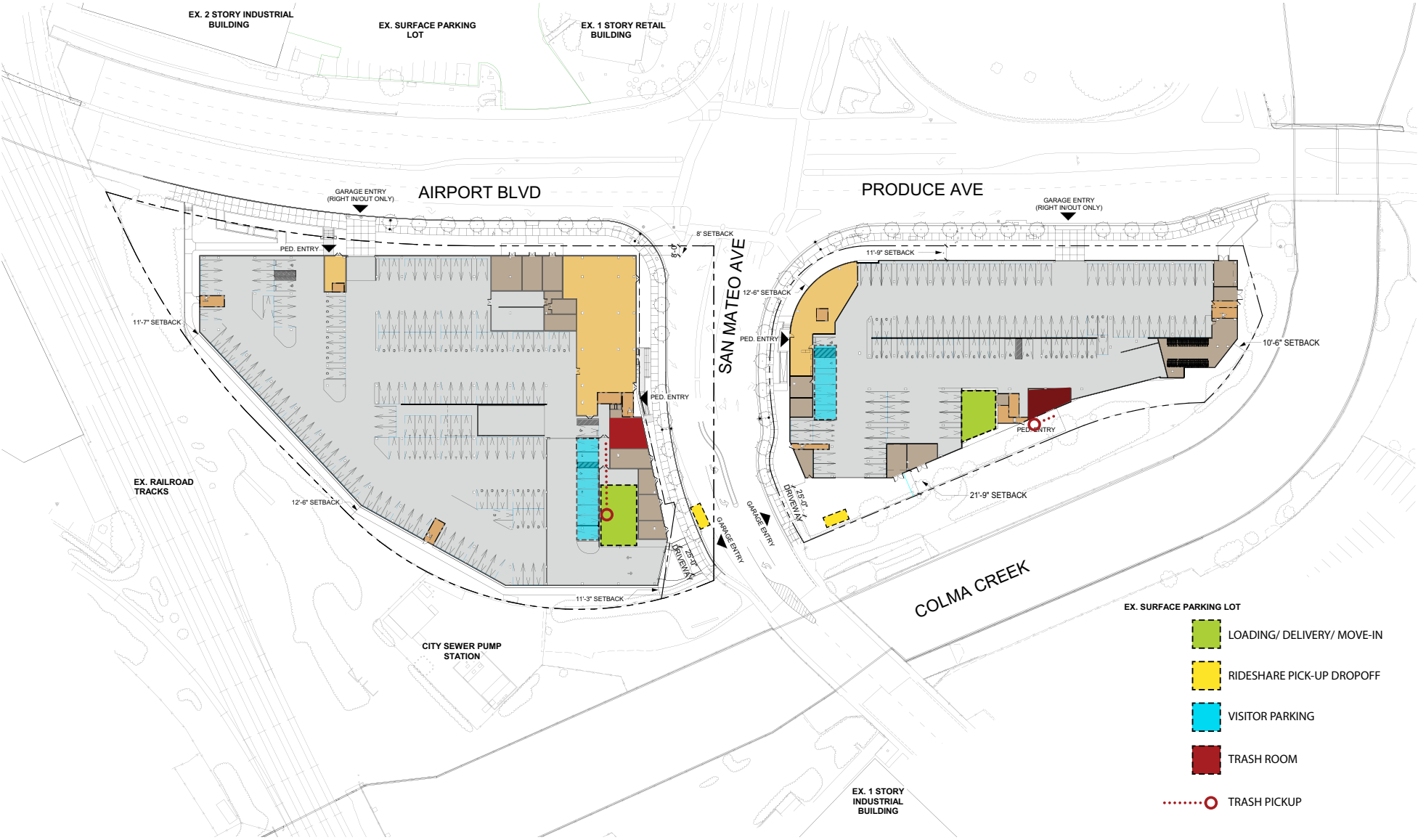


Figure 10  
Project Delivery and Loading Plan

## Marketing Program for Alternative Travel Modes

### **“Online Kiosk”: An Online Information Center**

This TDM Plan recommends an “online kiosk” with travel information that a resident could access from their home, their workplace, or anywhere else.

A key recommendation of this TDM plan is to set up an attractive, up-to-date “online kiosk” with all of the site-specific information about the transportation resources available to residents. The website should include information about all the measures, services, and facilities discussed in this plan, including:

- A summary of SamTrans buses, BART and Caltrain services and links to further information about their routes and schedules.
- A summary of the “welcome” trial transit passes offered to all residents.
- A local bikeways map, information about the bike lockers/secure bike storage areas on site and those nearby, and information about the Bikeshare program.
- Information about ridematching services (e.g., 511.org, and Scoop) and the incentive programs available to carpools and vanpools.
- Information related to a carshare program, including benefits and nearby locations.
- A link to the many other resources available in the Bay Area, such as Dadnab, the 511 Carpool Calculator, the 511 Transit Trip Planner, real-time traffic conditions, etc.

The building developer should have responsibility for contracting with someone to initially create the website so that it is up and running as soon as residents move in. More specific information can be added later to reflect any programs specific to certain groups of residents. The Transportation Coordinator should be responsible for adding new information to the website (or providing it to the website designer) and including the web address for the online kiosk so that the “online kiosk” remains current and informative.

### **Information Packet for Residents**

In addition to the online information center, the Transportation Coordinator should provide “hard copy” information packets to all residents when they first move into the building. Because all information will be available online, this packet need not be a comprehensive stack of paper about all services available, which residents tend to disregard anyway. Instead, the New Resident Packet should provide a quick easy-to-read announcement of the most important features of the TDM program for residents to know about immediately.

In addition, the packets should include a message to residents that their building manager and/or owner values alternative modes of transportation and takes their commitment to supporting alternative transportation options seriously.

## Building Features to Facilitate Telecommuting

In an effort to decrease the number of trips residents have to make to and from work each week, the developer proposes to install cable wiring throughout the residential development to provide residents access to high speed internet service, allowing them to work from home. This TDM measure is meant to encourage telecommuting, whereby residents of the development who typically report to a central office location will be able to work at home one or more days per week.

## On-site Amenities

On-site amenities can be beneficial in reducing vehicle trips by offering activities on site. The project will provide a fitness center within each building, a swimming pool in Building 1, and Wi-Fi lounge on site that will be open to all residents. Having a free fitness center and a swimming pool on site will encourage residents to use the available facilities rather than travel to a fitness center elsewhere. Fitness centers can often encourage alternative modes of transportation by educating users of the additional benefits that can be obtained by using active modes of transportation for other trips.

The project site is located approximately 0.3-mile walking distance from downtown South San Francisco and its abundant retail amenities. This will provide more opportunities to meet the necessities of residents without having to travel far from the project site, and possibly without using a car.

## Unbundled Vehicular Parking

We understand the project will provide unbundled parking in both the buildings. According to *Section 20.280.006 Supplemental Regulations – downtown* of the South San Francisco Municipal Code, for apartment developments, 50 percent of the required parking may be unbundled. Unbundled parking means separating the cost of parking from residential leases and allowing residents to choose whether or not to lease a parking space. With this approach those tenants without a vehicle will not be required to pay for parking that they do not want or need. This is the most equitable approach and will free up parking for those tenants that require a space and are willing to pay for it. The parking spaces will be priced to avoid tenants parking on the streets or in nearby public parking lots. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand and can be implemented on a month-to-month lease basis. With a lease, residents receive a monthly bill showing how much they are spending on a parking space and have the option to give up the space if they no longer need it.

## Carshare Programs

Car sharing programs provide individuals with access to a vehicle when they need it at any time of day, so they do not need to drive or own a car of their own. The developer should work with car sharing companies to assess the feasibility of providing car share on-site. However, the success of this program would depend on the interest of the car sharing service providers.

## TDM Implementation and Monitoring

As previously stated, the primary purpose of the TDM program is to reduce the project parking demand. As per City of South San requirements, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

The project applicant will be responsible for ensuring that the TDM trip reduction measures are implemented. After the development is constructed and the units are occupied, the project applicant should identify a TDM coordinator for each of the two apartment buildings. It is assumed that the property manager for the project will be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and residents should be notified of the name and contact information of the new designated TDM coordinator.

The TDM program will need to be re-evaluated annually for the life of the project. The project will conduct parking occupancy surveys in the parking garages within each building to monitor the parking demand. If it is determined that parking reduction is not being achieved (i.e., the on-site parking garages reach full capacity), additional TDM measures would need to be introduced to

ensure that the parking is being addressed by the project without the burden being placed on outside entities. In addition, an annual survey should be administered to all residents. The survey will provide information on what modes residents are using to travel to work, and what TDM programs they have found most useful.

## Conclusions

The TDM measures recommended for the project complement the attributes of the site location, the site design, and on-site amenities. Such measures encourage walking, biking, and use of transit. The main purpose of the proposed TDM plan for the proposed residential development is to reduce the demand for on-site parking and thereby reduce project trips.

As part of the TDM plan, the unbundled parking spaces should be priced to avoid tenants parking on the streets or within the nearby paid public lots. Therefore, it can be concluded that the proposed parking reduction will not adversely affect the surrounding area, and the project will not rely upon or reduce the public parking supply.

With the implementation of the TDM measures, the project would be able to meet the parking demand generated by the tenants/residents.