

December 9, 2019

Re: 12/10/2019 City Council Agenda Item #17 – Transportation Systems Management (TSM) and Transportation Demand Management (TDM) Programs

Honorable Mayor Hall and Members of City Council:

At the 12/2/2019 Traffic and Mobility Commission meeting, the commission considered a combined agenda item that included: (1) an overview of the TDM and TSM programs, and (2) four Growth Management Plan (GMP) street facility deficiencies with recommended vehicle level of service (LOS) exemptions/expedited Capital Improvement Plan projects. You are receiving the TSM/TDM item at your 12/10/2019 meeting, and the street deficiency matter is scheduled for your 12/17/2019 meeting.

For the latter (GMP) item, the commission supported Staff's recommended actions, including exemption of three of the facilities. **However, the commission also voted to recommend that you prioritize implementation of meaningful and trackable TDM and TSM programs to help mitigate congestion on the ever increasing list of exempted street facilities, pursuant to Mobility Element Policy 3-P.11.**

It is not evident from the Staff Report that this recommendation will be passed along, and apparently because the TDM/TSM portion of this matter was considered "information only," a representative of the commission was not asked to attend your meeting to directly relay that recommendation.

Based on the discussion at the commission meeting, the **TDM Ordinance** is geared more toward **greenhouse gas reduction** and is only mandatory for developments that generate at least 110 average daily trips (ADT). **Mobility Element Policy 3-P.11** requires TDM/TSM to help **mitigate congestion and related traffic flow problems**, but formal programs have not yet been implemented, and performance monitoring is not in place.

My own view is that the programs should apply to all developments, regardless of whether they are non-residential or residential, and that any developments that add traffic should be responsible for their fair shares. In addition, I believe that direct performance measures are needed (e.g., direct evidence of mode shifting away from single-occupancy vehicles) rather than indirect measures (e.g., existence of amenities that might encourage mode shifting, such as showers at work places or vague surveys).

Best regards,



Steve Linke, Carlsbad