

Code language adopted 2011 (28.211), without a guideline or standard. Note that in addition to lacking a standard, the definition is inaccurate, as it defines walking and other modes as “measures.”

Transportation Demand Management (TDM). Measures, including but not limited to carpooling, vanpooling, public transit bicycling, walking, telecommuting, and compressed or deviated work schedules, that reduce individual vehicle trips and promote alternatives to single occupant vehicle use especially at peak commuting times.

Proposed amendment, with more precise language and a guideline or standard.

Transportation Demand Management (TDM). Actions by employers, event organizers, residential building managers and others that reduce the number and/or length of single-occupancy vehicle trips generated by the workplace, event, dwelling units and other places. These actions include incentives or requirements for non-SOV travel, such as discounted transit passes, limited or paid SOV parking, carpool matching or emergency cab rides for non-drivers. TDM measures can be cost-effective and useful in many settings; appropriate measures vary by the type, size and location of the traffic generator. Where TDM is required for employment uses, the guideline (or standard?) is either:

- (a) the set of criteria for the Best Workplaces for Commuters program maintained by the University of South Florida,
- (b) an arrangement, such as a downtown location with little or no dedicated parking, that reasonable ensures that employees arriving by SOV will bear the actual costs of the parking they use.