

MEMORANDUM

To: Jamie Tolbert, UW Health Planning and Construction

From: Alexander Cowan, PE, PTOE, Ayres Associates

Date: July 2, 2024

Project No.: 47-0428.00

Re: UW Health East Madison Hospital – Transportation Demand Management Plan Checklist

Introduction

The UW Health East Madison Hospital (EMH) is located at 4602 Eastpark Boulevard on the northeast side of the City of Madison. UW Health is planning an expansion of EMH in the coming years that will include approximately 120,000 square feet (sf) of additional hospital use in an initial phase and a second phase of approximately 400,000 sf.

A transportation demand management (TDM) plan was developed for the site in 2013 and is included as an attachment to this memorandum. The TDM established strategies and recommendations for reducing the reliance on single-occupancy vehicles, especially during peak travel periods.

As part of the EMH Phase 1 expansion, the City of Madison requested that UW Health fill out the TDM Plan Creation Tool to verify that policies and strategies are currently in place to achieve TDM goals and to consider potential additional strategies. The following memorandum summarizes the data included in the EMH TDM Plan Creation Tool and provides additional background on the policies in place to achieve the identified score.

Site Characteristics

The UW Health EMH campus is currently comprised of 494,000 sf of hospital space with 1,121 parking stalls provided in a combination of surface and structured parking. This number is six stalls higher than the original parking study for the site, as the original parking study did not include the six stalls located along the north west side of the site. The Phase 1 expansion will add approximately 120,000 sf of hospital space, resulting in a total size of 614,000 sf. It is anticipated that approximately 118 additional parking stalls will be added to the site as part of Phase 1, resulting in a total parking stall count of 1,239 stalls.

The 118 additional parking stalls were calculated by using the current parking and occupancy rates at the UW Health EMH campus. Based on the parking rate of the existing site, 205 additional vehicles are anticipated with the UW Health EMH expansion. Given the existing lot experiences a peak occupancy of 77%, some of the existing surplus stalls could be used while still remaining under an 85% occupancy target, resulting in 118 additional parking stalls proposed with the UW Health EMH expansion.

According to the TDM Plan Creation Tool attached to this memorandum, the TDM strategies for the EMH need to achieve 11 points. As opposed to an entirely new development in which strategies are being considered, the existence of the current UW Health EMH means that many of the TDM strategies are actively in effect.

Vehicle Miles Traveled (VMT) Reduction Strategies

The following strategies included in the TDM Creation Tool have been identified as currently in place or planned at the UW Health EMH.

Active Transportation Strategies

- **Dedicated Access to Bike Parking:** EMH provides covered bike parking in the northeast corner of the parking structure, located on the same level as the hospital entrance.

- **Clothes Lockers and/or Showers:** EMH provides showers and clothes lockers on site for use by staff.
- **Improve Surrounding Pedestrian Infrastructure:** The planned Phase 1 expansion of the EMH will include improvements to the pedestrian pathways impacted by the expansion. The current site provides a walking path of 2,461'. The proposed walking path is expected to be 2,931', resulting in a walking path extension of 470'.

Transit Strategies

- **Sell Madison Metro Passes:** Subsidized Madison Metro passes are available to visitors.
- **Fund Transit Facilities and Amenities:** A bus stop with shelter was constructed on the north side of Eastpark Boulevard near the primary EMH entrance with the initial hospital. As requested by the City of Madison, this shelter will be shifted to the south side of Eastpark Boulevard near its existing location to better serve the routing needs of Madison Metro users.
- **Complementary Transit Passes:** Employees have access to free bus passes through the internal company website.

Information Strategies

- **Marketing & Information Campaign:** Information on the availability of transit passes is provided to new staff at orientation.
- **Active Transportation Wayfinding, Maps, and Signage:** The EMH front desk has information available for visitors and patients on alternative transportation options.

Delivery Strategies

- **Delivery Supportive Amenities:** Package processing areas are accommodated in the front entrance drop-off loop and the maintenance access at the west end of the hospital.

Land Use Strategies

- **Proximity to Public Transportation:** The EMH is located along an all-day transit service route (Bus Route A2).
- **Provide Other Specific Trip-Reducing Services:** The EMH provides on-site cafeteria services.

Employer Policy Strategies

- **Flexible Work Schedules:** Overlapping shift schedules allow for at least 25% of staff to commute outside of typical peak hours.
- **Teleworking / Work From Home:** At least 25% of staff are offered the opportunity to work from home.

Conclusion

The strategies above are expected to result in 26 TDM Points as summarized in the attached TDM Creation Tool. The value is above the required 11 points and is expected to be compliant with the City of Madison TDM goals.

**Attachments: 2013 UW Health TDM Plan
City of Madison TDM Plan Creation Tool for UW Health EMH**

Attachment A
2013 UW Health TDM Plan

Transportation Demand Management (TDM) Plan

for



UW Hospital and Clinics Authority - East Campus Development

February 8, 2013



Introduction

The UW Hospital and Clinics Authority (UWHCA) has a current Transportation Demand Management (TDM) program at its central campus location in Madison. The program integrates parking management, subsidizes transit passes, provides bicycle and pedestrian accommodations, and supports other “commuter choice” benefits and accommodations. Upon completion of The UWHCA’s proposed East Campus Development (ECD), the urban density and infrastructure does not support alternative transportation methods. UWHCA will institute a TDM program at the new campus that complements and supports the central campus program in concert with the ECD’s orientation towards environmentally responsible and sustainable development.

This TDM Plan introduces a variety of programs and improvements that UWHCA will institutionalize in order to reduce the use of single occupancy vehicles for trips to the healthcare facility at 4602 Eastpark Boulevard. The TDM plan consists of the following elements presented in order of importance, and includes both immediate and long-term strategies:

1. Establish TDM oversight and monitoring “infrastructure”, to include actively pursuing a Transportation Management Association (TMA) with surrounding businesses and institutions in the American Center development
2. Establish and maintain an organization-wide strategy to build awareness and understanding of UWHCA’s TDM program
3. Manage on-site parking by:
 - a. Establishing a parking fee for all staff
 - b. Providing preferred parking for carpools, vanpools, and energy efficient vehicles
 - c. Providing convenient bicycle parking
4. Facilitate expansion of transit service provided by Madison Metro, by the following means:
 - a. Implement infrastructure improvements as required, including bus shelters, bus turnarounds, and sidewalk linkages
 - b. Continue to provide transit passes at no cost to all UWHCA employees
 - c. Actively coordinate and fund transit service extensions with Madison Metro and surrounding businesses and institutions
5. Align shift schedules with transit schedules, where feasible
6. Facilitate and support carpooling and vanpooling by UWHCA employees
7. Explore and encourage remote parking options
8. Facilitate and promote the use of bicycling by UWHCA employees through on-site design that emphasizes bicycle access and connectivity
9. Provide a shared car service, utilizing ZipCar or CarShare programs

Establish TDM oversight/monitoring infrastructure

The proponent for the TDM plan and program will be the Vice President of Facilities and Support Services for the UWHCA ECD. The managing authority will be the Director of Security and Supervisor of Valet Services. The following tools will be utilized to monitor the program:

1. Administration of annual transportation surveys
2. Conduct periodic parking use surveys
3. Track city transit utilization
4. Conduct periodic commuter surveys

The UWHCA will pursue a partnership with neighboring businesses (American Family, Alliant, Herzing, etc.) to explore the feasibility of establishing a Transportation Management Association (TMA), which would focus the TDM on a “neighborhood” scale. This initiative will be effective in minimizing costs and maximizing impacts of implementing a comprehensive TDM.

TDM Education

Training the staff on the benefits provided through the TDM program will be a component of staff orientation for every new hire and transfer employee. The University of Wisconsin's Transportation Services department is staffed with TDM professionals, who have been engaged in the development of this TDM Plan. They will assist in preparing informational brochures, transit schedules, website/intranet updates, and rideshare bulletin boards which will be centrally located on campus and kept up to date by the TDM program manager(s).

On-Site Parking Management

Effective upon opening, UWHCA will charge **all** employee/staff vehicles for parking at its ECD facility in surface lots and structured parking. UWHCA will also utilize the following “incentive-based” TDM strategies:

- a. Provide preferred parking to carpools and vanpools, i.e., “close to the door” spots reserved for such travelers, as illustrated in Exhibit 1.
- b. 50 bicycle parking spaces – including 16 covered spaces in the parking structure - will be conveniently located throughout the ECD, as illustrated in Exhibit 2.

Madison Metro

Madison Metro currently provides limited transit service (11 limited trips on weekdays between 8 a.m. and 5 p.m.) to the neighborhood within which the ECD will be located. The nearest accessible bus stop during non peak hours is approximately two miles from the main entrance of the ECD. UWHCA demonstrates their commitment to expanding transit service by providing free transit passes to its employees, which has occurred for the past five years. Although transit service to the ECD is currently limited, UWHCA will continue providing the benefit of free transit passes for employees at the ECD to encourage transit use.

UWHCA is currently discussing various transit service options to their facility with Madison Metro and the City and is committed to providing fixed-route service to the ECD. The level of service to be provided is at 30 minute intervals year round for the entire span of service operated each day. UWHCA will continue to discuss and pursue the necessary actions required to reach a level of transit service that aligns with Madison Metro's model for effective transit service. This model includes a transit stop within a ¼ mile walk of the entrance to the ECD and daily service at least

every 30 minutes (16.5 hours each weekday, 14.5 hours each Saturday, 14 hours each Sunday). The UWHCA will continue to work with Metro Transit to determine the most appropriate location for improvements such as a bus stop, turnaround/layover area, and pedestrian connections to facility entrances.

The UWHCA will engage surrounding institutions and businesses in assessing the feasibility of a TMA (introduced at the top of page 2) for the neighborhood, which could potentially minimize costs to any one user and maximize ridership and impacts of the proposed new service.

Facilitate carpooling

The UWHCA TDM program manager will establish a carpool organizer responsible for helping to align potential carpoolers. The following tools will be utilized:

- a. Utilize the internal web and e-mail network connecting its employees to a robust on-line ride matching service (rideshareetc.org).
- b. UWHCA will utilize on-site bulletin boards, memoranda, and inter-office mail for those that may not be comfortable using the online service.
- c. UWHCA will utilize Madison's existing regional rideshare program to establish a guaranteed ride home program to serve as a "safety net" for people who do not use their own car to get to work.

Remote parking

There are several locations approximately one mile from the ECD that are candidates to serve as remote parking sites. These lots can be utilized to help reduce vehicle trips to the healthcare facility. The available offsite lots are as follows:

- a. UWHCA's "East Clinic" (W. Terrace Drive) provides 500+ parking spaces. This facility is open 8-6 M-F, and typically parked at about 75% capacity during those hours. This site presents a prime opportunity for shared/remote parking, minimizing the cumulative number of parking stalls needed for UWHCA's facilities in the American Center.
- b. Approximately a mile away from the ECD, there is a free park and ride lot (East Park Boulevard) with spaces for about 150 cars. Madison Metro has a stop at this lot once per hour here during peak periods, with supplemental stops at American Family HQ and the UWHCA East Clinic on Terrace.

Promote bicycling

An internal path network is established at the American Family Center. Also, American Parkway and East Park Boulevard are improved with on-street bike lanes. Exhibit 2 shows the planned on-site bicycle improvements for the ECD, and several measures to promote bicycling are provided below:

- a. Bikers can use on-street systems in the vicinity of the proposed ECD, with the two best options being:
 - i. Eastpark to Hanson to Portage Road provides linkage to Madison's east side network
 - ii. Eastpark to American Family Parkway to High Crossing also provides linkage
- b. On-site, convenient, secure, and safe bicycle parking is a critical element of TDM, and Exhibit 2 illustrates proposed bicycle parking for the ECD, totaling 50 bicycle parking spaces. 10 of these spaces will be provided near the main entry and are intended for visitors.
- c. The ECD site's design provides for bicycle linkage to existing facilities as noted above.
- d. Bicycle commuters at ECD will be eligible for tax incentives to offset equipment and mileage costs.

Flexible work scheduling

Where possible, work schedules will be flexible to allow for employees to use alternative modes of travel. For example, as transit service is improved in the neighborhood, service schedules should be taken into consideration for scheduling shifts.

Provide Community Car/Zipcar

Community Car and Zipcar are two car share programs currently operating in Madison, with most pickup/drop off locations currently located on or near the isthmus and associated with the university. UWHCA will work with one of the two existing car share providers to utilize vehicles currently in service in Madison or – if demand warrants – add a dedicated car or cars to the ECD.

Conclusion

UW Hospital and Clinics Authority's proposed East Campus Development seeks to provide needed health care services in a currently underserved portion of Madison's metropolitan area. UWHCA understands that the transportation options for both clients and employees of the proposed facility directly impacts access to health care and family-supporting jobs. UWHCA will explore every reasonable option to assure that the ECD is accessible by multiple modes of transportation. In pursuing this goal, UWHCA will not only improve access to its new facility, but will also contribute to less congestion, improved air quality, and enhanced quality of life in the Madison region.

Professional Seal

Revision Date

Project Name

UW Health East

Madison,
WI

Drawn By: KM
 Checked By: JL
 File: PARKING PLAN
 Issued For: REVIEW
 Date: 12_1218
 Project No. 2457

Sheet Title

Parking Plan

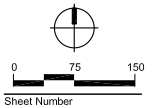
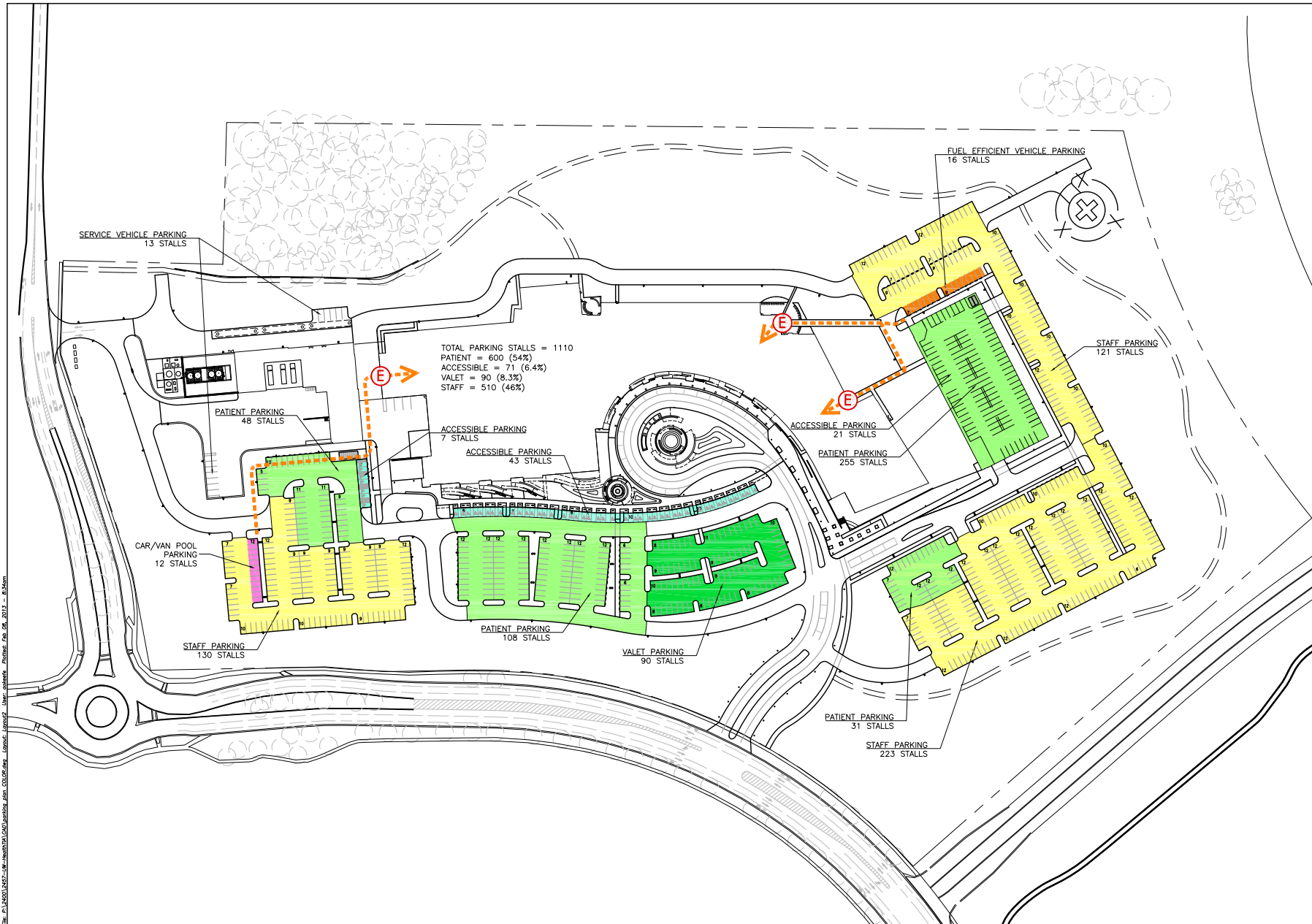
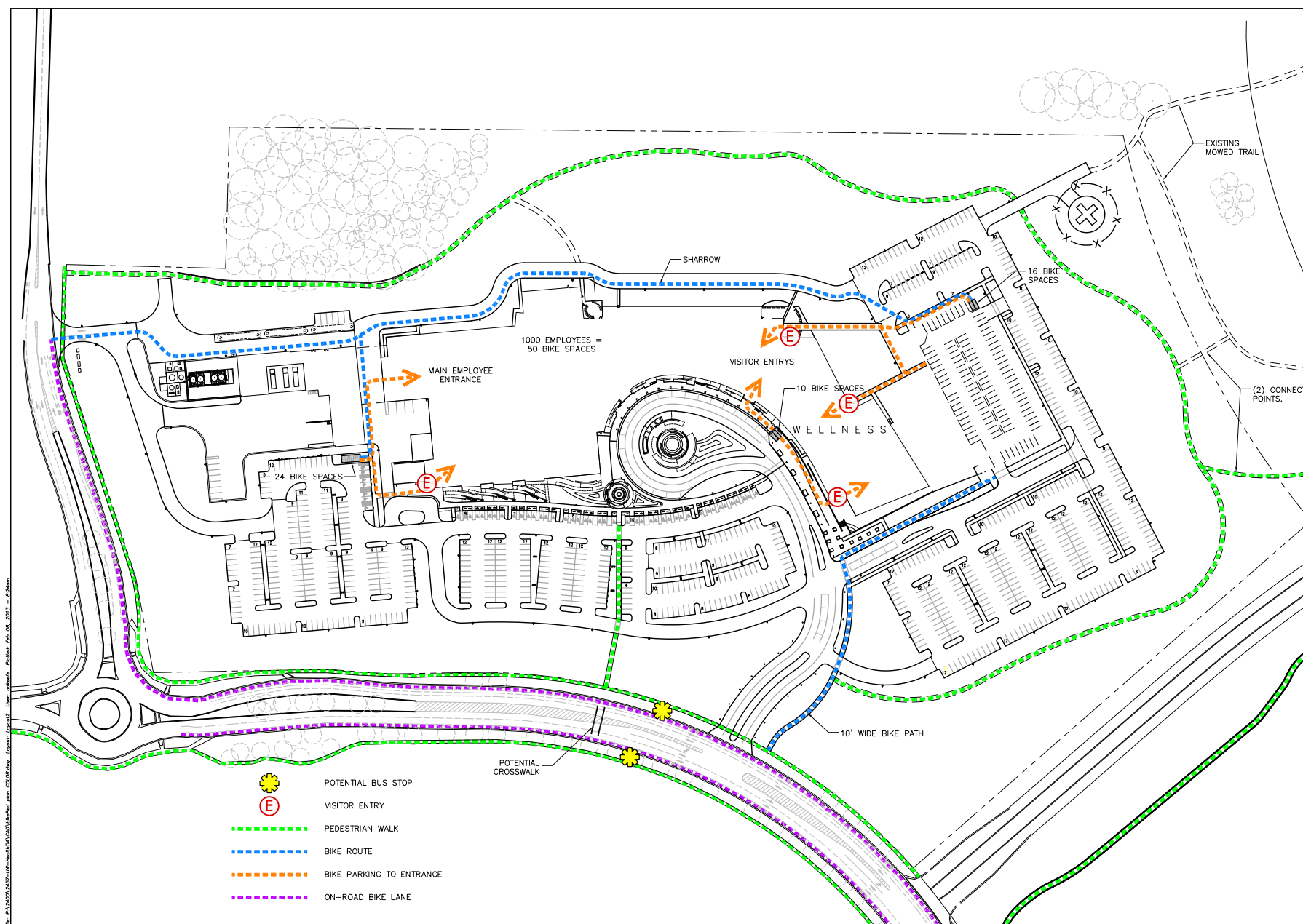


EXHIBIT 1





Professional Seal

Revision	Date
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Project Name

UW Health East

Madison,
WI

Drawn By: AO

Checked By: JL

File:

Issued For: **REVIEW**

Date: 13_0206

Project No. 2457

Sheet Title

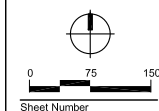
Bicycle/Pedestrian
Plan

EXHIBIT 2

Attachment B

City of Madison TDM Plan Creation Tool for UW
Health EMH



City of Madison | Department of Transportation

Transportation Demand Management Plan Creation Tool

Transportation demand management (TDM) refers to a package of policies and strategies designed to increase transportation system efficiency and shift travel patterns to reduce the number and length of single-occupancy vehicle (SOV) trips.

The purpose of this spreadsheet is to:

- determine the applicability of the TDM program to your project
- if your project is subject to TDM requirements, provide a number of points to meet VMT reduction goals
- show you the mitigation measures applicable to your project
- provide you a clear tool to demonstrate compliance with the TDM requirements for your project

Project Name:

UW Health - East Madison Hospital Phase 1 Expansion

Project Address:

Address 4602 Eastpark Blvd

Address 2 Madison, WI 53718

TDM Coordinator:

Name AJ Soundararajan

Email Asoundararajan@uwhealth.org

Address 4602 Eastpark Blvd

City Madison

State Wisconsin

Zip 53718

Proximity to Alternative Transportation

Within all-day transit service area?

Yes

[Click here for Map](#)

Within 1/4 mile of bike sharing station?

No

[Click here for Map](#)

Within 1/4 mile of car sharing station?

No

[Click here for Map](#)

What Zone is your Project Located In

Periphery

[Click here for Density Zone Map](#)

What kind of Project is this?

Institutional

Use Category (or categories)

Project Details

Enter project information into the boxes marked in blue. To find minimum parking required by ordinance for Commercial, Educational, or Institutional uses, go to:
[Chapter 28.141 of the Municipal Code -- Table 28I-3. Off-Street Parking Requirements.](#)

Residential Use Characteristics

	Number of Dwelling Units
	Parking Provided
	Parking Ratio
N/A	TDM Required

Employment Use Characteristics

	Floor area square footage
	Parking Provided
	Parking Provided per 500 sq ft
N/A	TDM Required

Commercial Use Characteristics

	Floor area square footage
	Parking Provided
	Parking Minimum by Ordinance
0.00	Parking Ratio of Provided to Min
N/A	TDM Required

Educational Use Characteristics

	# of Students
	Parking Provided
	Parking Minimum by Ordinance
0.00	Parking Ratio of Provided to Min
N/A	TDM Required

Institutional Use Characteristics

614,000	Floor area square footage
1,239	Parking Provided
1,239	Parking Minimum by Ordinance
1.00	Parking Ratio of Provided to Min
11	TDM Required

Required Points

	Residential	Residential
	Employment	Employment
	Commercial	Commercial
	Educational	Educational
11	Institutional	Institutional

(Calculated based on your inputs from Step 1)

Provided Points

	Residential
	Employment
	Commercial
	Educational
26	Institutional

Compliant

YES

VMT Reduction Strategies

All Blue Boxes Require Additional Input. Please Fill In!

Active Transportation Strategies

<input checked="" type="checkbox"/>	Infrastructure	Dedicated Access to Bike Parking	1	Provide a convenient and separate access to the bike parking area without stairs (e.g. on the same level as the entrance, or via a ramp or elevator).
<input type="checkbox"/>	Infrastructure	Indoor covered bike parking near Entrance	1	Locate the bike parking in a covered, indoor space, less than 100 feet from a building entrance.
<input type="checkbox"/>	Infrastructure	Bicycle Maintenance Facilities	1	Provide a bicycle maintenance station for on-site employees, tenants, residents and visitors. Tools and supplies should include at minimum: a bicycle pump, wrenches, a chain tool, tire levers, hex keys/ Allen wrenches, torx keys, screwdrivers, and spoke wrenches. Suggest including lubricants.
<input checked="" type="checkbox"/>	Infrastructure	Clothes Lockers and/or Showers	2	Provide showers and clothes locker for cyclists. One point for showers, one point for lockers.
<input type="checkbox"/>	Infrastructure	Bicycle Lockers or Secure Storage Room	2	Provide secure storage room or a bike lockers for secure, long-term storage of bikes. Suggest 1 locker for every 20 DUs or 30 employees.
<input type="checkbox"/>	Programmatic	Shared Fleet of Bicycles	2	Provide an on-site shared fleet of free loner bicycles for use by residents/ employees. Fleet should include at least 1 bicycle for every 10 DUs or 30 employees, with a minimum of 5 bikes.
<input checked="" type="checkbox"/>	Infrastructure	Improve Surrounding <u>Pedestrian</u> Infrastructure	4	Improve pedestrian infrastructure (side walks, curb ramps, crosswalk, RRFB, etc.) on adjacent properties within 500 ft. of project consistent with city plans and ordinances and federal accessibility requirements. 1 point per 100ft of infrastructure, up to 4 total points.
<input type="checkbox"/>	Infrastructure	Improve Surrounding <u>Bicycle</u> Infrastructure	0	Improve bicycle infrastructure (bicycle lanes, cycle tracks, new crossings, bike-ped paths, etc.) within 500 ft. of project consistent with city plans, ordinances, and federal requirements. One point per amenity or one point per 100 ft. of infrastructure, up to 4 points.
<input type="checkbox"/>	Infrastructure	Traffic Calming Measures	0	Install traffic calming measures such as speed humps and roundabouts. One point per small-dollar measure (e.g. pedestrian flags, temporary speed hump) and two points per large-dollar measure (e.g. RRFB, permanent speed hump). Must be located within 500 ft. of project and be consistent with city plans, ordinances, and federal requirements. One point per amenity or one point per 100ft of infrastructure, up to 4 points.

Transit Strategies

The project within the all-day transit service area? Measures worth 50% less if not. (From Step 1)			Yes
Programmatic	Provide free two-ride passes		2
Programmatic	Sell Madison Metro passes		2
Programmatic	Subsidize Monthly Transit Passes	% subsidy	Points
		0%	0
Infrastructure	Fund transit facilities and amenities	# Inc.	Points
		1	1
Programmatic	Complementary Transit Passes		7

Parking Strategies (pick one max)

<input type="checkbox"/>	Programmatic	Carpool preferential or free parking	1	Provide free or preferentially sited parking for carpool vehicles for employees, shoppers, students, or others as applicable.
<input type="checkbox"/>	Programmatic	Shared parking agreement	4	Keep parking capacity below the applicable parking minimum by sharing parking or off-site parking arrangement with a nearby land use, or allow users at another land use to park on-site such that that facility has parking capacity below applicable parking minimums. May utilize Parking Utility ramps.
<input type="checkbox"/>	Programmatic	Parking cash-out	10	Offer all employees the choice to forgo free parking for an in-lieu cash payment equal to the market rate cost of parking. Cannot be used in combination with unbundled parking or parking fees. Not applicable for Residential Developments. (Most appropriate in Suburban environments)
<input type="checkbox"/>	Programmatic	Unbundle Parking	10	Lease or sell parking separately from residential units or office spaces. Must be optional. Cannot be used in combination with parking fees or cash out.
<input type="checkbox"/>	Programmatic	Market-rate Parking Fees	10	Drivers must pay the full market value for parking. Properties offering validation not eligible for this strategy. Cannot be used in combination with cash out or unbundling. (Most appropriate in Urban environments)

Shared Mobility Strategies

Is the project within 1/4 mile of a bike share station? Measures worth 50% less if not. (From Step 1)	No
Is the project within 1/4 mile of a car share station? Measures worth 75% less if not. (From Step 1)	No

<input type="checkbox"/>	Programmatic	Shared Fleet of Vehicles	1	Provide cars for shared use by employees or residents, not including commercial vehicles.
<input type="checkbox"/>	Infrastructure	Provide car share parking space	1	Contract with a car-share provider (such as Zipcar) to place vehicles on site for use by car-share provider's customers.
<input type="checkbox"/>	Programmatic	Subsidized car-sharing memberships.	2	Offer subsidized car-share memberships - covering the cost of membership, at a minimum) to every resident or employee for using car-share. Car-share vehicles must be located on-site or within a quarter-mile walking distance.
<input type="checkbox"/>	Programmatic	Provide complimentary bikeshare membership or passes	1	Offer complimentary Bikeshare membership to each employee or building tenant that wishes to obtain one.
<input type="checkbox"/>	Programmatic	Emergency Ride Home Program [more info]	2	Establish an Emergency Ride Home program for employees who do not drive to work. Contact the Greater Madison MPO RoundTrip program for assistance with program set up.
<input type="checkbox"/>	Programmatic	Provide a Shuttle bus	3	Provide a complementary shuttle services for employees or resident. 3 points for shuttles circulating within one-mile radius of the site or providing service to major transit hubs or facilitating a complete trip. (Not applicable for residential uses)
<input type="checkbox"/>	Programmatic	Provide Vanpool	3	After ensuring that such a service is not duplicative of existing vanpool offerings (state Vanpool), establish and maintain a vanpool program for residents or employees. (Not applicable for residential uses)
<input type="checkbox"/>	Infrastructure	Install a bike share station	6	Coordinate with the operator of the existing bike share network to pay for and install a bike share station within ¼ mile of the project.

Information Strategies

<input checked="" type="checkbox"/>	Programmatic	Marketing & informational campaign	1	Provide informational material/brochures on TDM and various sustainable transportation options as part of a welcome packet/orientation packet. Organize at least one tailored promotional campaign annually.
<input checked="" type="checkbox"/>	Infrastructure	Active Transportation Wayfinding, Maps, and Signage	1	Provide all-weather signs, maps, and wayfinding signage that indicate the direction of nearby alternative commute routes, bicycle and pedestrian paths, and nearby major destinations and amenities.
<input type="checkbox"/>	Infrastructure	Alternative Transportation Kiosk	0	Install and operate a kiosk providing alternative transportation information. The kiosk could include bike route system maps, information about TDM programs, and include a screen displaying real-time travel information for buses in the nearby vicinity. One point for carrying information, one additional point for real-time display.

Delivery Strategies

<input checked="" type="checkbox"/>	Infrastructure	Delivery Supportive Amenities	1	Provide an area for receipt and temporary storage of deliveries by USPS, UPS, FedEx, and/or Amazon
<input type="checkbox"/>	Infrastructure	Package Drop-Off Area	2	Provide an area to drop off packages for acceptance by USPS, UPS, FedEx, and/or Amazon
<input type="checkbox"/>	Programmatic	Provide VMT-Reducing Delivery Services	1	Provide delivery services that reduce VMT from single-stop motorized deliveries. Qualifying services include deliveries by bicycle, on foot, or in a delivery vehicle that makes multiple stops.

Land Use Strategies

<input type="checkbox"/>	Infrastructure	Provide Affordable Housing at 30% of AMI	0	Provide affordable housing. 1 point is awarded for every 10 percent of units that are offered at or below 30 percent of AMI. Maximum of 10 points. <i>Only applicable to residential developments.</i>
<input type="checkbox"/>	Infrastructure	Provide Affordable Housing at 60% of AMI	0	Provide affordable housing. One point is awarded for every 20 percent of units that are offered at or below 60 percent of Annual Median Income (AMI). Maximum of 5 Points. <i>Only applicable to residential developments.</i>
<input checked="" type="checkbox"/>	Infrastructure	Proximity to Public Transportation	3	Locate development within close proximity to existing or planned public transit service. 1 point for locating within the transit service area, 3 points for locating within the all-day service area, 5 points for locating within the planned BRT service area. (see map)
<input type="checkbox"/>	Programmatic	Add to Land Use Mix	0	Provide two or more land uses onsite, allowing users to drive less. One point per additional use outside of the primary use. Maximum of 5 points.
<input type="checkbox"/>	Programmatic	On-site Childcare Facility	4	Establish an on-site daycare facility, to be used by residents or employees. Points are additive to land-use mix points awarded under LU-3.
<input checked="" type="checkbox"/>	Programmatic	Provide Other Specific Trip-reducing Service	1	Provide any other trip-reducing service for building users, such as on-site food service for employees, pet-care service, laundry, playroom, dog walking/park, or a business center/co-working space.

Employer Policy Strategies

<input checked="" type="checkbox"/>	Programmatic	Flexible Work Schedules	1	Provide at least 25% of employees the opportunity to beginning AND end work shifts outside of peak traveling hours. <i>Not applicable to residential developments.</i>
<input checked="" type="checkbox"/>	Programmatic	Teleworking / Work From Home	1	Provide at least 25% of employees the opportunity to work from home. <i>Not applicable to residential developments.</i>

Other Strategies

<input type="checkbox"/>	Programmatic	Join a Transportation Management Association	0	Form or join a Transportation Management Association (TMA) to facilitate TDM activities such as marketing, outreach, and distribution services. Unavailable until a TMA is founded in the area.
<input type="checkbox"/>	Programmatic	Other Innovative measure (please describe measure and input recommended point value)	0	Enter Measure here.
<input type="checkbox"/>	N/A	TDM Relief Points (granted by Department of Transportation staff for properties built prior to 3/31/2023)	0	Include rationale for mitigation points being granted.