

# TRIP REDUCTION ORDINANCES

## Description

Trip reduction ordinances encompass different types of regulations or measures requiring the implementation of some form of congestion mitigation. These take one of three forms:

- Developer requirements or restrictions
- Employer trip reduction programs
- Transportation management associations and districts (similar to a home owners association)

Ideally, rather than control driving behavior, these ordinances try to encourage different travel choices by offering multiple trip reduction options, offering incentives, or setting goals. Before permitting a use or rezoning a parcel of land, cities may provide incentives to developers who meet congestion mitigation requirements.



City of Yuma, AZ

|                 |                   |
|-----------------|-------------------|
| <b>Cost:</b>    | ●○○○○             |
| <b>Time:</b>    | <b>Short</b>      |
| <b>Impact:</b>  | <b>Region</b>     |
| <b>Who:</b>     | <b>City</b>       |
| <b>Hurdles:</b> | <b>Regulatory</b> |

## Target Market

- Large metropolitan areas with surrounding suburbs
- Corporations with many employees
- Developments for large activity centers

These ordinances generally exclude small and medium size businesses to avoid financial strain.

## How Will This Help?

- Reduce number of trips and miles driven by requiring or encouraging car- or vanpooling.
- Relatively low cost (when compared to other mitigation strategies).
- Increase alternative modes like transit, bicycling, or carpooling.

## Implementation Issues

Trip reduction ordinances must overcome political pressure from both public and private sources. Cities and the state must consider whether these measures should be compulsory or voluntary and then agree on appropriate methods of enforcement for companies and developers that refuse to comply.

## Success Stories

- Washington State adopted a Commute Trip Reduction (CTR) Law in 1991 and the CTR Efficiency Act in 2006. Since 2007, the program has reduced 154 million statewide vehicle miles.
- Maricopa County, Arizona, requires employers and schools with 50 plus employees or students to participate in the program. They are asked to reach a 60 percent single occupant vehicle rate.