

## Establishing, Revising and Administering Local Trip Reduction Ordinances—An Overview

Presented for the CUTR Webcast Series



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### **Trip Reduction Ordinance (TRO) Definition**

A regulation passed by local government which requires developers, property owners/managers or employers/work sites to participate in transportation management efforts.



## Impetus for TRO Creation

- Pursuant to state growth management laws
- Comply with regional air quality management district programs
- Address traffic congestion at an urban, corridor or highly localized level
- Accommodate more business activity in the downtown



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## Examples of Common TRO Goals

- To reduce traffic and emissions
- To alleviate the need for new roads and parking
- To promote traffic safety and increase pedestrian access
- To maintain an area's competitiveness as an employment center
- To foster coordinated transportation system management among local government, employers, and service providers



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## TRO Typical Contents

- Specifies TRO applicability, based on work site location, or work force size.
- Defines geographic boundaries within which work sites are subject to the TRO requirements.
- For employees who commute to and from a worksite subject to the TRO, specifies participation in one or more trip reduction activities.
- Identifies trip reduction programs or support services, some or all of which an employer must provide to employees.



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## TRO Typical Contents

- Specifies a managing entity and funding source for administration
- Defines time periods for which travel reduction activities are aimed (a.m. and/or p.m. peak periods).
- Specifies a performance measure, such as a reduction in vehicle trips (VTR), or vehicle miles traveled (VMT), or reduction in the mode share for single occupant vehicles (SOV) for a work site.
- Requires work site baseline conditions be measured and periodic follow-up for comparison purposes



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## TRO Typical Contents

- Establishes a performance target.
- Sets time frames for work site compliance.
- Must submit an annual report
- Establishes local government response to work site non-compliance with the TRO.



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## Examples of Localities with Employer-based TROs

- Seattle, WA
- Spokane, WA
- Oakland, CA
- Los Angeles, CA
- Montgomery County, MD
- Pima County, AZ
- Durham County, NC



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## Merits of an Ordinance Approach

- Has force of law to achieve goal
- Employer gains
  - More person trips → more vibrant commerce
  - Frees limited parking for visitors, shoppers, clients
  - Employee benefits
- Societal gains



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## Risks of an Ordinance Approach

- Mandatory requirements can create adversarial relationship between public and private sector
- Ill-crafted requirements can stymie private sector resourcefulness
- Unrealistic expectations of trip reduction activities can hurt morale and confidence of public/private sector
- Administration costs



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## What Results Can We Expect from a TRO?

- Success depends on current mode split, mix of programs, incentives and disincentives, employer support, availability of regional services
- Realistic average annual change on the order of 2 to 7 percent reduction in vehicle trips



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