



# **Transportation Demand Management (TDM) Strategic Plan**

## **Response to Questions**

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# CITY OF BURLINGAME

## TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIC PLAN

### RESPONSE TO QUESTIONS

- 1. Are there any Disadvantaged Business Enterprise (DBE) requirements?** *Response: No, there are no DBE requirements.*
- 2. Can you provide more details on the specific goals the City aims to achieve through the development of the TDM Strategic Plan beyond aligning with C/CAG's TDM Policy?** *Response: The General Plan has Goal M-5 which calls for implementing "TDM strategies that reduce overall vehicle trips and encourage the use of transportation modes that reduce VMT and greenhouse gas emissions." The General Plan programs then specify that "(t)he City will develop a citywide Transportation Demand Management (TDM) Plan for adoption by the City Council, which could include strategies and measures to reduce peak-hour traffic, such as staggered work hours, flexible schedule options, local transit service, and telecommuting from home offices. The General Plan can be found at <https://www.envisionburlingame.org/>*  
  
*To date, all TDM planning has been done within the context of approving individual development projects, with each project having its own TDM plans. An objective would be to develop more consistency between projects, and ideally create a larger-scale vision for managing transportation that would inform the specific requirements made of projects.*
- 3. Given that the TDM Strategic Plan is a citywide project, which specific community group and stakeholder organizations do you recommend engaging in Task 2 for effective outreach and participation?** *Response: The City's Traffic, Safety and Parking Commission (TSPC) discusses matters pertaining to traffic, parking, and pedestrian safety in the City of Burlingame. In addition, local resident Leslie Beatty has served as a representative for bicycle and pedestrian matters through an advisory committee, and provides input to the TSPC. We would also suggest an employer-based stakeholder group, ideally with representatives of businesses currently operating TDM programs such as Meta and Mills-Peninsula Medical Center. Staff will assist in coordinating outreach with these organizations and individuals.*
- 4. What role will the TDM Strategic Plan have in ensuring increased mobility and transit first strategies in relation to other existing planning documents (e.g. Bicycle and Pedestrian Master Plan, the El Camino Real Roadway Renewal, the City's General Plan and Specific Area Plans)?** *Response: The TDM Strategic Plan should build upon and be consistent with these policy plans, but offer more specific direction. The TDM Strategic Plan should align with C/CAG's TDM strategy as it applies*

*to Burlingame, and ideally provide direction for implementation through the Zoning Code (and possibly other regulations as applicable).*

- 5. What steps does the City anticipate taking to implement the recommended TDM strategies and to track compliance with TDM monitoring requirements and trip reduction goals at individual development projects?** *Response: The City currently has TDM regulations codified in the [Zoning Code Chapter 25.43](#). The regulations were developed by staff and represent a combination of conditions of approval from recent development projects, and elements of TDM zoning regulations from other jurisdictions. While the regulations represent an attempt to establish a basic TDM regulatory framework, they have not had the benefit of being informed by a more comprehensive citywide TDM planning effort. This chapter can be revised or replaced with new regulations in order to implement the new TDM Strategic Plan.*

*– End –*