

Redtail Ridge

Transportation Demand Management Plan



Date: March 8, 2024

Submitted To:

Sterling Bay
5910 Pacific Center Blvd, Suite 200
San Diego, CA 92121

Submitted By:

Fox Tuttle Transportation Group, LLC
1580 Logan Street, 6th Floor
Denver, CO 80203

Table of Contents

1. Introduction.....	3
2. Development Overview	3
3. Current and Future Non-SOV Mode Share Goals	4
4. Planned Land Uses	6
5. Existing Multi-Modal Network	7
Transit Service	8
Walking	9
Bicycling	11
6. Future Multi-Modal Network Assumptions	13
Potential Future Transit Service	14
Proposed Walking and Biking.....	15
7. Existing TDM Resources	16
8. TDM Strategies	18
Walking Trips.....	18
Cycling Trips	19
Carpool, Vanpool and Shared Ride Trips	19
Transit Trips	19
Telecommute/Work From Home	20
9. Proposed TDM Program	20
Transit	20
Programming and Education	21
Carpooling and Vanpooling.....	22
Walking and Biking	22
10. Timeline and Funding for TDM measures	24

List of Figures

Figure 1: Louisville and Comparison Area Commute Mode Share (from TMP)	3
Figure 2: US 36 Corridor Commute Mode Shares (from Commuting Solutions)	3
Figure 3: Redtail Ridge Development Site Plan – March 31st, 2022	5
Figure 4: Pedestrian and Bicycle System Exhibit	8
Figure 5: Bicycle level of Comfort ratings from City of Louisville TMP	10
Figure 6: Future Multi-modal Network Identified in the City of Louisville TMP	11
Figure 7: Future Transit Network Identified in the City of Louisville TMP	12

List of Tables

Table 1: Enhanced Future Multi-Modal Network Assumptions with Redtail Ridge Project.....	16
Table 2: Redtail Ridge TDM Plan Funding and Timeline Summation	24

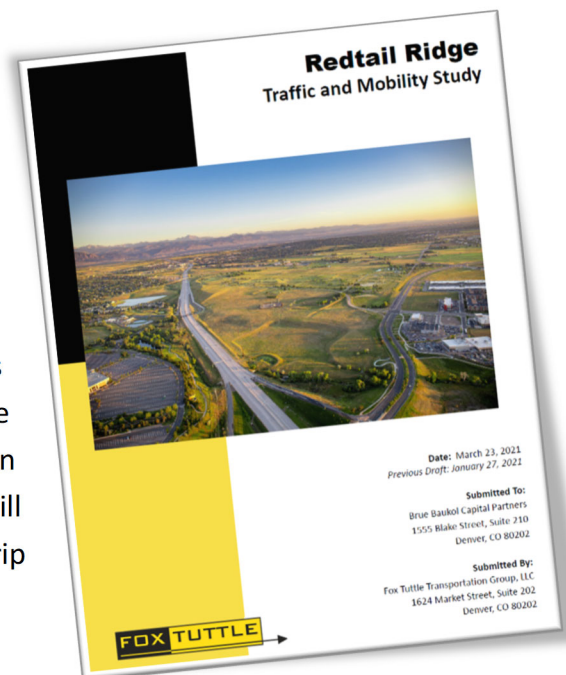
List of Photos

Photo 1: US 36 and East Flatiron Station	8
Photo 2: Coal Creek Trail Informal Connection.....	9
Photo 3: Northwest Parkway Multi-Use Path Underpass	11
Photo 4: On-Street Bike Lane	15

1. Introduction

Transportation Demand Management (TDM) is the application of strategies and policies to reduce travel demand in general and single occupant vehicle (SOV) travel specifically. It can also mean redistributing this demand to occur at less impactful times. TDM measures help people use the transportation system more efficiently, while reducing traffic congestion, vehicle emissions and fuel consumption in support of a larger sustainability plan. TDM activities maximize the value of transportation infrastructure and services by making options for non-SOV trip making easier to use and more readily available.

This TDM Plan was requested by City of Louisville staff as a supplemental submittal to the *Redtail Ridge Traffic and Mobility Study (Study)*, to outline possible strategies to reduce SOV traffic generated by the proposed development. Sterling Bay and its development partners are planning to encourage and support non-SOV trips by employees to and from the development. This TDM plan was created to detail the identified strategies and tools which will be implemented as part of the Redtail Ridge development. The elements of this TDM plan in combination with existing programs and facilities within the area, will ensure that non-SOV trips are encouraged and that the trip reduction used in the *Study* is reasonable.



2. Development Overview

Sterling Bay and its development partners are proposing to build a mix of office, industrial, retail and commercial buildings on the former StorageTek campus in the City of Louisville, as detailed in the *Study*. The site is generally bounded by S. 88th Street to the west, Campus Drive to the north, S. 96th Street/Northwest Parkway to the east, and US-36 to the south. The project area is currently vacant but was previously occupied by Storage Tek, which was an active site until the 1990's. The *Study* provides a detailed comparison of potential trip making from the prior Storage Tek uses, the previously approved land uses associated with the ConocoPhillips development and the proposed land use associated with the Redtail Ridge development. In summary, the *Study* estimates that the Redtail Ridge development will generate approximately 28% fewer trips than the formally approved

ConocoPhillips development.

Trip generation of new land use is a significant part of the *Study* as they are modelled as additional trips within the community, and *Study* area roadways and intersections are evaluated for existing and future performance. The *Study* included a motor vehicle trip reduction of 12% to account for the presumed number of external non-single occupant vehicle trips (non-SOV trips)¹. These trips would be made by walking, biking, carpool, vanpool, shared ride mobility service and/or transit service.



Exhibit 1: Sketch of Redtail Ridge Development and Multi-Modal Facilities (Source: Sterling Bay)

3. Current and Future Non-SOV Mode Share Goals

The new *City of Louisville Transportation Master Plan (TMP)* documented how commuters in Louisville and nearby communities travel to work. This data is based on US Census American Community Survey (<https://www.census.gov/programs-surveys/acs>) and is summarized in **Figure 1**. This data is commonly used by agencies across the Denver region as a baseline for TDM programs. The current data is shown below and is the most current estimates available. Based on this data, approximately 28% of people who work in Louisville travel to work by non-SOV modes.

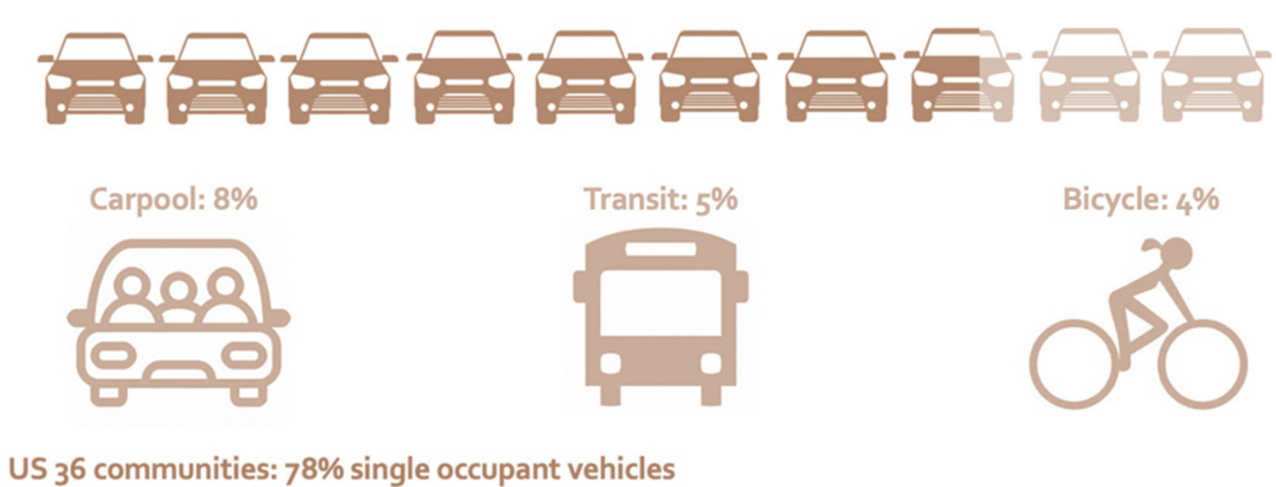
¹ City staff have required that a 12% reduction of SOV trip making potential be used in the *Study*. Analyses in the TDM study suggest this is conservative and the reduction could be as high as 28%.

Figure 1: Louisville and Comparison Area Commute Mode Share (from TMP)

							
	Drive Alone	Carpool	Transit	Bike	Walk	Work at Home	Other
City of Louisville	72.3%	4.7%	5.9%	2.3%	1.7%	12.7%	0.5%
City of Boulder	51.3%	4.9%	8.3%	10.3%	11.4%	12.5%	1.2%
Boulder County	65.2%	7.6%	5.0%	4.4%	5.3%	11.3%	1.3%
Denver Region	74.8%	8.5%	4.4%	1.2%	2.5%	7.5%	1.0%

The mode share data shown in **Figure 2** below is based on survey data from the *2016 Northwest Metro Region Mobility Report*, final draft dated July 2018, prepared by Commuting Solutions. This data shows the mode share for communities along the US 36 corridor, including the City of Louisville. The current data is shown below and is the most current estimates available. Based on this data, approximately 22% of people who work in the US 36 corridor travel to work by non-SOV modes.

Figure 2: US 36 Corridor Commute Mode Shares (from Commuting Solutions)



The anticipated effectiveness of TDM programs is based on their ability to serve commuters of different types of land uses and support trip making through means other than SOV. For the general office, industrial and retail land uses, the *Study* estimated the project would have 12% fewer SOV trips during the peak periods during all development phases.

Redtail Ridge's goal for multi-modal trip reduction is 25%. While substantially higher than the percentage reduction used in the *Study*, it is supported by the information outlined in **Figures 1 and 2**.

While the project team believes that the project's TDM efforts, coupled with existing TDM resources, will result in greater automobile trip reduction, the traffic analysis in the *Study* assumed a conservative trip reduction of 12% for all site uses based on feedback provided by City staff.

4. Planned Land Uses

The Redtail Ridge development at build-out is planning to include the following uses:

- 14,000 square feet of Retail Space (predominantly supporting other internal land use)
- 30,000 square feet of Amenity Space
- 118,750 square feet of Research and Development Space
- 435,000 square foot Hospital/Medical Office space
- 510,000 square feet of Industrial Space
- 534,000 square feet of Life Science Space
- 598,250 square feet of GMP Manufacturing Space
- 360,000 square feet of General Office Space

These land uses are anticipated to be constructed in a series of phases and culminating in full buildout. **Figure 3** illustrates the Redtail Ridge site plan to show locations of different land uses².

² Figure 3 depicts an estimated build out and it is subject to change

Figure 3: Redtail Ridge Development Site Plan



As noted in the site plan, there is a large pad dedicated to the future site of a hospital. The final location, implementation and design are expected to be finalized at the PUD level.

5. Existing Multi-Modal Network

The City of Louisville, Boulder County and the Colorado Department of Transportation (CDOT) have consistently invested in the development of a multi-modal transportation system in this region. The transportation system which serves the project area is a well-balanced mix of local, collector and arterial roadways, intersections with appropriate traffic control, bicycle facilities, pedestrian sidewalks, paths and crossing treatments and frequent transit service connecting to the larger front range area. New travel demand and trip making will be created by the Redtail Ridge development, but the existing and planned multi-modal programs and facilities in this area will ensure that many people can access the site using non-SOV modes of transportation.

The following is a summary of existing multi-modal programs and facilities.

Transit Service

The Redtail Ridge site is located within one mile of the RTD US 36 and East Flatiron Station (see **Photo 1**). This station is serviced by the Flatiron Flyer (routes FF1 and FF2) and the Sky Ride service to Denver International Airport (DEN) via route AB. The station has an underpass under US 36 and is connected to a network of first and final mile destinations. There are approximately 265 parking spaces and eight (8) bike racks at the station. This station is connected to the project site via the Northwest Parkway underpass and it's connecting multi-use path system.



Photo 1: US 36 and East Flatiron Station

The Flatiron Flyer BRT system provides fast and efficient service between Boulder and Denver. Buses

are available at the US 36 and East Flatiron Station every 15 minutes during peak and every 30 minutes off peak (on average). Large air conditioned and air ride over the road coaches can serve approximately 50 passengers per vehicle. There is capacity for six (6) to eight (8) bikes on board depending on luggage and other passenger storage needs. The buses are equipped with charging for mobile devices.

The vehicles travel in the High Occupancy Vehicle (HOV) lanes on US 36 and I-25. The trip between the US 36 and East Flatiron Station and Denver Union Station is 28 minutes. The trip between downtown Boulder and the US 36 and East Flatiron Station is 23 minutes. The AB route that provides service to DEN is available every 30 minutes during most hours of the day. Large air conditioned and air ride over the road coaches can serve approximately 50 passengers per vehicle also service this route. The trip between DEN and the US 36 and East Flatiron Station is 34 minutes via the Northwest Parkway.

Walking

Most of the existing sidewalk and multi-use path network near the Redtail Ridge project is in the S. 88th Street corridor. This is due to the open lands that mostly front Dillon Road and S. 96th Street in the study area. The S. 88th Street sidewalks and multi-use paths connect the Monarch school campus to neighborhoods in Louisville and Superior. There is an existing underpass under S. 88th Street just south of Dillon Road. This underpass connects the Monarch school campus to the sidewalks on Dillon Road west of S. 88th Street. There are missing sidewalk and trail connections along S. 88th Street, Dillon Road, and S. 96th Street, with an example shown in **Photo 2**.



Photo 2: Coal Creek Regional Trail Informal Connection

It is anticipated that the demand to complete the sidewalk and multi-use path network between the CTC Campus, Redtail Ridge, Monarch school campus, residential areas, and retail centers will be increasingly important in the future as the TMP priorities are implemented. Specifically, new sidewalks and pathways will be necessary given future plans for shared ride mobility and BRT near Dillon Road and in the S. 96th Street corridor.

Figure 4 shows the proposed pedestrian and biking system internal to the site.

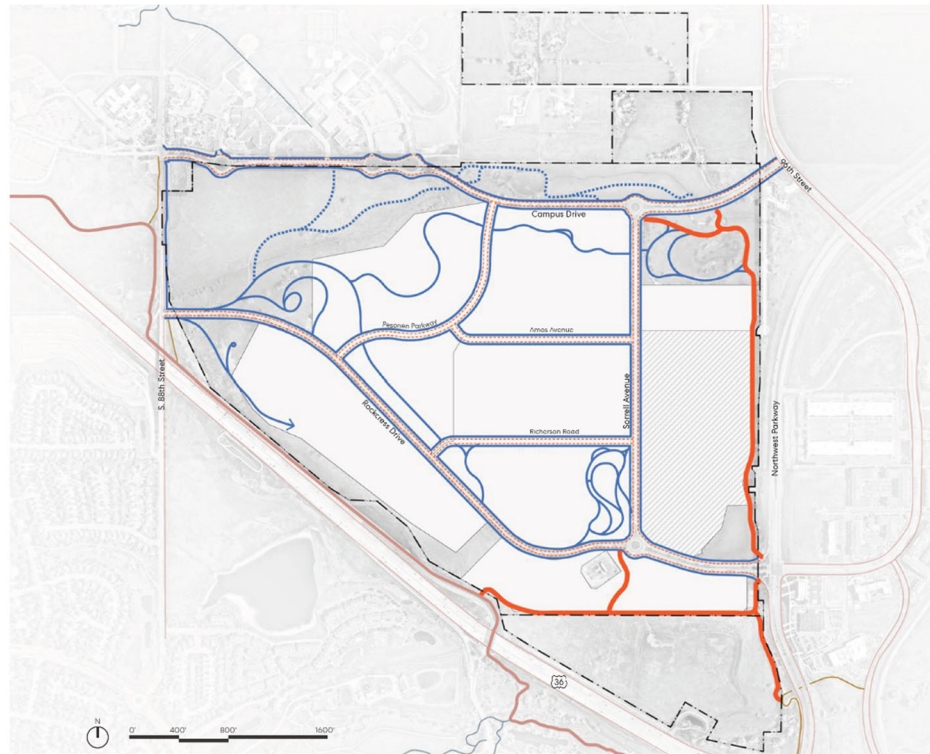
Figure 4: Pedestrian and Biking System Exhibit

Trails and Bikeways

Multiuse Path	1.60 miles
Dedicated Bike Lane	7.35 miles
Trails	10.08 miles

19+ miles
of trails, walks, bike routes

-  Multiuse Bike Path
-  Dedicated Bike Lane
-  Pedestrian Path - Hard Surface
-  Pedestrian Path - Soft Surface
-  Existing Multiuse Bike Path
-  Existing Unprotected On-Street Bike Lane
-  Existing Trail



The southeast corner of the Redtail Ridge site has an existing underpass that connects under Northwest Parkway (a photo of the underpass is shown in **Photo 3**). This connects sidewalks and multi-use pathways on the westside of Northwest Parkway to the new Broomfield sidewalk network on the eastside of Northwest Parkway. This underpass is also a critical part of the future walking connections to the Rock Creek and Broomfield Trails.

Photo 3: Northwest Parkway Multi-Use Path Underpass



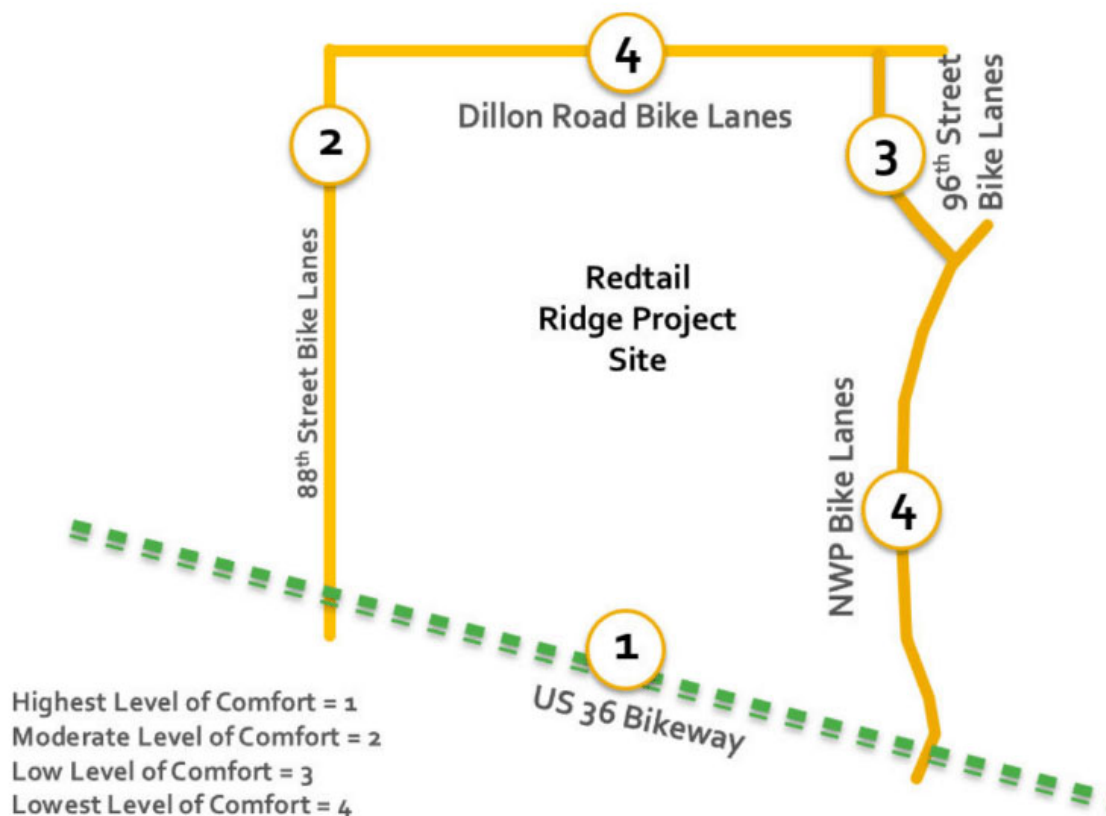
Bicycling

The Redtail Ridge site is located at the confluence of many off-street trails and on-street bicycle lanes. The Coal Creek Trail, Rock Creek Trail and the US 36 Bikeway are located within a short bike ride (5 minutes or less than one mile) of the project site. S. 88th Street, Dillon Road and S. 96th Street currently have on-street bicycle lanes that provide connections to the Coal/Rock Creek Regional Trails and the US 36 Bikeway.

The City of Boulder is located within a six-mile bike ride on the US 36 Bikeway and the RTD US 36 and East Flatiron Station is located within a one-mile bike ride of the project site. Each intersection in the study area has approaches and departures that have accommodations for people on bicycles. The S. 88th Street underpass provides access to the Monarch school campus from Dillon Road.

The City of Louisville TMP evaluated the S. 88th Street, Dillon Road and S. 96th Street corridors/intersections for the level of bicycling comfort (a map summarizing the results of the bicycle level of comfort is illustrated in **Figure 5**). Based on the TMP analysis, the current design of the corridors and intersections have a high level of stress. This appears to be correlated to the high number of crashes at these locations. The high posted speed limits in these corridors and significant peak hour traffic volumes also contribute to the low level of comfort people experience.

Figure 5: Bicycle level of Comfort ratings from City of Louisville TMP



The City plans for future implementation of Great/Complete Street design treatments for the S. 88th Street, Dillon Road, and S. 96th Street corridors and intersections consistent with the TMP's policies. This includes the installing protected bike lanes, multi-use pathways, and intersection treatments throughout the project site and connect to the adjacent arterial roadways, which will provide greater opportunity and protection for all skill levels. Implementation on the public roadways by the City will be subject to public input, topographic limitations, right of way availability, conflicts with utilities and accesses, and construction costs.

6. Future Multi-Modal Network Assumptions

The future multi-modal network improvements around Redtail Ridge project are outlined in the City of Louisville TMP and shown in **Figure 6**. They include a series of bike lanes, transit stops, underpasses, and multiuse trail connections. The TMP also recommends a partnership with the City of Louisville and the business community to provide a shuttle circulator that connects employment areas to regional transit, retail, and other destinations. CTC, Centennial Valley, and Redtail Ridge were identified as service areas for the route. The transit network also includes Bus Rapid Transit (BRT) service in the S. 96th street corridor and two Northwest Rail stations within a mile of Redtail Ridge (see Figure 7). The Northwest Rail stations are planned to be located near the CTC and at the Flatiron and US 36 Park-n-Ride.

Figure 6: Future Multi-modal Network Identified in the City of Louisville TMP



Potential Future Transit Service

The *Northwest Area Mobility Study (NAMS)* study identified the S. 96th Street/Highway 42 as one of the six (6) candidate Arterial Bus Rapid Transit (BRT) corridors. All corridors were evaluated, and recommendations were made for transit priority elements such as transit signal priority, queue jump lanes and headway-based scheduling. Operations and maintenance costs for the corridors were also prepared. The NAMS Policy Advisory Committee (PAC) recommended that all six (6) arterial BRT projects

be implemented with system-wide service improvements. This corridor was recently identified as a Priority 3 corridor in the *RTD Regional Bus Rapid Transit Study*, the Metro Mayors Caucus is reviewing a ballot initiative to fund this corridor as part of regional ballot initiative, and the City of Louisville has applied for a grant to further study this service as part of a revised Highway 42 corridor study. Refer to **Figure 7** for a map of the identified transit network within the City.

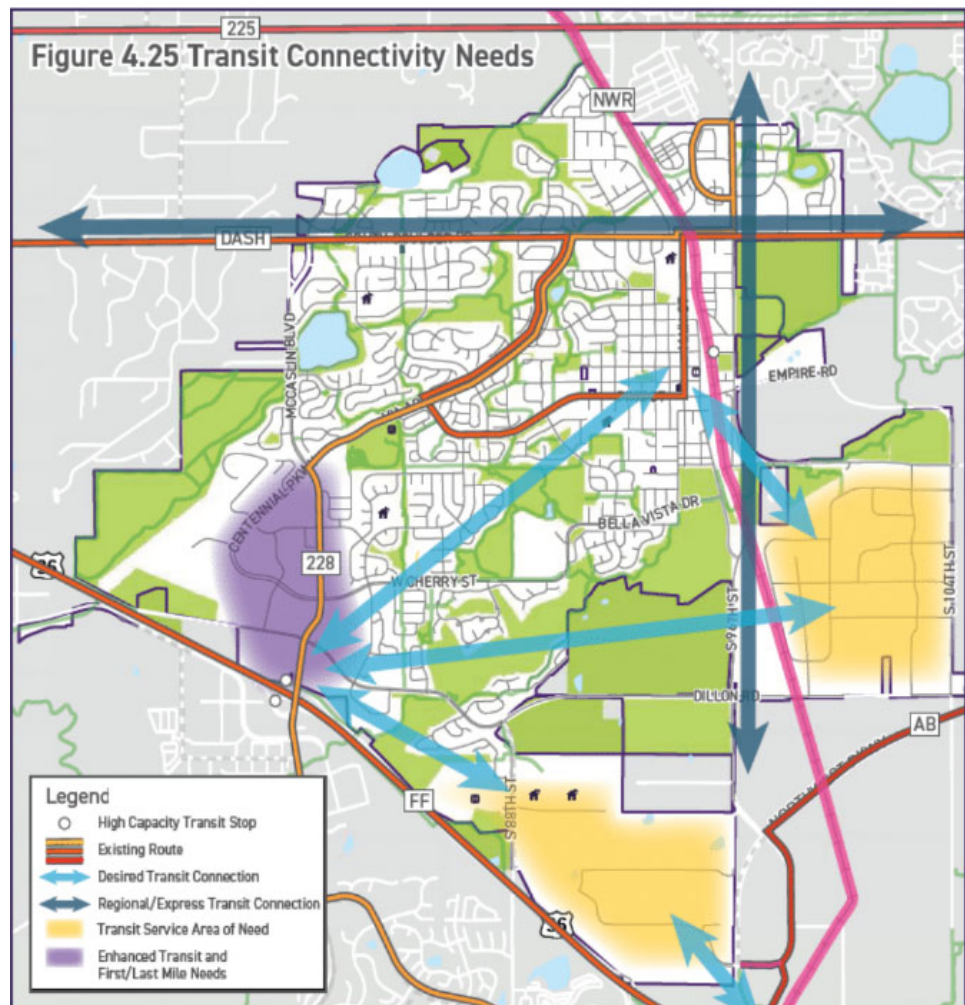


Figure 7: Future Transit Network Identified in the City of Louisville TMP

Proposed Walking and Biking

The Redtail Ridge project will be built over the next 10 years. During this time major shifts in transportation mobility and regional transportation project completion are expected to take place. Transit projects such as Northwest Rail, SH 42 BRT, and the RTD local circulator will potentially be operating before Year 2040. In addition, as previously noted, the city's construction of complete streets on S. 88th Street, Dillon Road, and S. 96th Street as well as the new connections within the Red Tail Ridge project on Campus Drive, Rockcress Drive, and Sorrel Avenue will be a major part of the multi-modal transformation in Louisville. These corridors will serve many more travelers and modes in the future and the transformations will use the current right of way to move more people using safe, reliable, connected and sustainable transportation options. **Photo 4** shows an existing on-street bike lane within the study area.

The enhanced-future multimodal network that is anticipated to be constructed by the City of Louisville in the vicinity of the Redtail Ridge project is shown in **Table 1**.



Photo 4: On-Street Bike Lane

Table 1: Enhanced Future Multi-Modal Network Assumptions with Redtail Ridge Project

Schedule	Corridor	Bike Lanes	Multi-use pathways	Sidewalks	Bus Lanes
Background (without Redtail Ridge)	S. 88th Street (US 36 to Dillon Road)	buffered or protected	westside or eastside	westside and eastside	none
	Dillon Road (S. 88th to S. 96th Street)	buffered or protected	northside	northside and southside	none
	S. 96th Street (Northwest Parkway to County Road)	buffered or protected	westside	westside and eastside	yes
	Northwest Parkway (S. 96th Street to US 36)	None	eastside	eastside	shoulder running
With Redtail Ridge	Campus Drive (S. 88th Street to S. 96th Street)	buffered or protected	southside	northside	none
	Rockcress Drive (S. 88th Street to Northwest Parkway)	buffered or protected	none	northside and southside	none
	Sorrel Avenue (Campus Drive to Rockcress Drive)	buffered or protected	none	eastside and westside	none

** Expanded future multimodal network will include on-site and off-site improvements including connections beyond Louisville that do not exist today but have been identified. See the links to the documents in the "Previous Studies" Section for additional details.*

7. Existing TDM Resources

Redtail Ridge is located within an area that has several existing and proposed TDM measures, and the project will benefit from these existing resources. Along the US 36 corridor, TDM services are provided by 36 Commuting Solutions in partnership with Way to Go.

36 Commuting Solutions is a non-profit organization focused on enhancing mobility along US 36 for all commuting types, with a focus on non-auto travel. The organization is member-driven and advocates for and supports businesses, commuters, and municipalities along the corridor, including the City of Louisville. The program offers numerous services to help travelers, to provide alternative transportation options, and to reduce congestion along the roadways and through communities. The current programs provided by 36 Commuting Solutions for employers and residents within the US 36 corridor are as follows:

- **Free & subsidized transit passes:** The US 36 Master EcoPass Pilot Program subsidizes employers' purchases of EcoPasses for their employees. Eligible commuters can also receive a free 10-ride ticket booklet to try transit.
- **Carpool & Vanpool:** Travelers can use Way to Go services to find carpool and vanpool partners. There is a \$75 incentive to individuals who form a new carpool or join a vanpool.
- **Bike & Walk:** In addition to the local and regional multi-use paths, there are interactive maps and education for people that walk and bike.
- **Telework:** In partnership with DRCOG, employers can receive free assistance to establish or expand their telework program.
- **Employer Outreach:** 36 Commuting Solutions staff works with employers to help encourage their employees to commute using sustainable travel modes and to develop commuter programs.
- **Marketing:** Encourages travelers to commute sustainably and participate in the available programs.



waytogo
A program of DRCOG



**Commuting
Solutions**



- **Advocacy:** 36 Commuting Solutions staff work with local municipalities, businesses, and other stakeholders to develop support for transportation improvements and secure funding for these improvements.

8. TDM Strategies

TDM measures will be an important part of managing safe and efficient transportation operations within and in the areas around the project site. The goal of implementing TDM is to:

- Eliminate or shorten trips,
- Change the mode of travel,
- Change the time of day for a trip,
- Increase participation of carpooling, vanpooling, and transit, and
- Encourage bicycling and walking in place of driving.

TDM strategies also include employer-based programs such as alternative work schedules, which could shift demand away from peak travel times, and telework, which could reduce the need for trips entirely. There are local transportation management solution organizations that coordinate funding and service efforts that the Metro District should consider partnering with to help facilitate and encourage non-SOV travel.

Program summaries are outlined below.

Walking Trips

Walking trips are a key part of the non-SOV mode share goals. The walking trips would likely occur between neighborhood homes, parks and schools. New walking trips will be made on the Complete Street sidewalk and trail network proposed internal to the development. The forecasted typical walk trip will be less than 1/4 mile or 5-minute walk from a home/work to a destination. It is likely that most of the walking trips will be single or multi-purpose trips within the site context. In the future, walking to shared ride mobility and transit services is also likely to increase. This is commonly referred to as the “first and last mile” of a shared ride or transit trip.



Cycling Trips

Cycling trips will increase in the future as the Complete Street and trail network is completed within the development. The future cycling trips will be made by people of all ages and cycling abilities. They will be connecting between neighborhood homes, parks, schools, commercial uses, and transit on and off site. Most of the new cycling trips would be a result of new people making a choice to cycle because of the protected cycle network and underpasses. That network is focused on removing conflicts with motor vehicles and providing safe access from neighborhoods to destinations in the adjacent area. These cycling trips will be approximately 4 to 6 miles and up to a 20-minute ride.



Created by Anna Smylie
from the Noun Project

Carpool, Vanpool and Shared Ride Trips

Employers will have access to programs that match people to carpool services and on-demand rideshare opportunities. The commute carpools and shared rides are typically less than 30 miles.



Transit Trips

In the future, “High-Capacity Transit” services will be available within a 10-minute walk or bike ride as outlined in the City of Louisville and Boulder County Transportation Master Plans. These transit services will be accessible via a 10-minute walk or bike ride using the Complete Streets and underpasses. Local transit shuttles to High Capacity Transit stations will also be provided by partnership with the City of Louisville and private business using the operating models being piloted at the 61st and Pena Station (<https://www.fulenwider.com/autonomous-shuttle-launches-in-denver.html>) and the Lone Tree Link (<http://www.lonetreelink.com>).



Telecommute/Work From Home

Working hours which do not require commuting during peak periods (full time or part time work) as well as working from home is considered a valuable TDM strategy and this reduction in trip making is included in the non-SOV goals. As a result of changing work conditions and environments resulting from the COVID 19 pandemic, this will be an even larger reduction in historic trip making then in pre-COVID conditions.



9. Proposed TDM Program

Listed below are the TDM programs, tools and funding sources that the Redtail Ridge development will implement to achieve the project's non-SOV mode share goals. The TDM measures are explained within this letter to the detail available for the phase of development at this time. Future submittals will provide supplementary information when additional details on tenants, employees, and building locations are known. The Metro District is partnering with 36 Commuting Solutions, a local expert in transportation management solutions, to help facilitate these TDM measures.

Transit

Shuttles to High-Capacity Transit: The City of Louisville's TMP highly encourages developments to leverage existing and futures investments in transit. With this goal in mind, the Metro District will be contributing funds for a shuttle service that connects the project area to the Flatiron Flyer BRT station and to downtown Louisville. In addition, representatives of the Metro District will participate in the process which develops this shuttle service and will seek additional public and private partners, including RTD as well as neighboring entities such as Avista, Crocs and the CTC. The shuttle service could be operated with an on-demand application and/or be a fixed route service. The funds provided may be used to help contribute to the creation of the service and/or fund a portion of its initial operations. The Metro District will dedicate a fixed amount of funding at the time of building development completion and tenant occupancy. In addition, it will be a requirement of each subsequent building specific TDM program that the tenant occupying space in the development take on their proportional financial obligation in subsequent years for the operation of the shuttle service.

Employee EcoPasses: Regional Transportation District's (RTD) EcoPass is a bulk-rate, discounted

transit pass that is purchased from RTD and provides unlimited usage of RTD services including local and regional bus routes, the Skyride bus service to the airport, light rail and commuter rail. Access to free transit service has proven to be one of the most effective TDM programs for changing travel behavior and reducing the need to own a vehicle or multiple vehicles. Building on the availability of the US-36 Flatiron Flyer service and the intended future transit service planned for this area, the Metro District will encourage employee transit use by financially securing RTD EcoPasses to all employees for a period of two years. To accomplish this, the development will enter into an agreement with RTD to develop a Master Contract for all land uses within the project area. The cost of these EcoPasses through the Master Contract will be determined using RTD's regional formulas based on total number of employees within the Master Contract area. This will ensure that all employees working within the project area have access to free EcoPasses for the first two years of initial occupancy. In addition, it will be a Covenants, Conditions and Restrictions (CC&R) requirement that the tenant occupying space in the development take on their proportional financial obligation of the TDM program in subsequent years. This will ensure that employee EcoPasses are made available for all employees after the initial two years of funding is spent. Access to the *Guaranteed Ride Home Program* will be included in the Master Contract developed with RTD.

Programming and Education

TDM Coordinator: The Metro District will hire and fund, either independently or in partnership with other benefited parties, a TDM Coordinator or work with a local transportation management organization (such as 36 Commuting Solutions) to act as the TDM Coordinator, to manage the TDM program for the project area. The TDM Coordinator will provide employees with important travel information including transit maps and schedules, bicycle maps, local and regional marketing campaigns, and information on the commute benefits provided to employees. The TDM Coordinator's efforts will assist in ensuring the project's non-SOV mode share goals. In addition, the TDM coordinator would be responsible for coordinating the following programs/tools:

- *TDM Plan evaluation:* Provide periodic surveys of employee travel behavior to evaluate the TDM Plan. The survey is designed to collect anonymous travel information and takes less than 10 minutes to complete.
- *Orientation packets:* Prepare electronic orientation packets to employers that will include non-SOV program information and incentives. This information will be located on the

district website.

- *Flexible work schedules and telecommuting:* The Metro District and the TDM Coordinator will work with employers to encourage this program. Each building specific TDM plan will be encouraged to include language which supports this program. Working conditions in the Front Range, after the COVID 19 Pandemic have resulted in a much higher prevalence of telecommuting for jobs where that is possible.

Carpooling and Vanpooling

Employee Carpools and Vanpools: work with vertical developer/employers to encourage use and to implement dedicated parking for these programs on-site.

Carshare: There are a number of programs across the front range which allow persons to make use of carshare or vanpool vehicles. Use of these vehicles can limit the need for motor vehicle ownership and be a valuable component of a TDM program. Employment centers can support the use of these vehicles by provided dedicated space for these vehicles. Within the development, any land use with over 100,000 square feet of building space will allocate up to three parking spaces for dedicated carshare and/or vanpool vehicle parking. It is not intended that the development or the subsequent businesses occupying the buildings will operate either carshare or vanpool programs. Instead, the allocation of these parking spaces will be based on requests from employees who are using these services. The utilization of this service will be monitored to determine the appropriate number of spaces to allocate for carshare.

Walking and Biking

Walk and Bike Month: actively encourage employees and residents to register and participate in Bike to Work Day (June) or Winter Bike to Work Day (January).

Bicycle Access: Bicycle access to the site will be provided via Complete Streets and multi-use trails as shown on the Redtail Ridge Filing 1 Plat and supporting construction documents which connect to the existing and future bicycle infrastructure in the City of Louisville. Every structure will be accessible by bicycle.

Bicycle Parking: Future site plans will include outdoor short-term bicycle parking at a ratio consistent with Leadership in Energy and Environmental Design (LEED) commitments. Long-term bicycle

parking inside buildings or in covered parking areas will be provided at a rate of at least one secure area per building that is over 75,000 square feet of office space. The long-term parking should be a bicycle room with limited access or a caged secure area within a parking area protected from the weather, as appropriate to the use of the facility/building. At least one long-term bike parking area within the development will include a bicycle maintenance area complete with tools and air pumps for employee use. The specific design of long-term bike parking racks will be determined during final site plan development.

On-Site Bicycle Commuter Amenities: Office buildings will include showers and changing facilities for employees within the building consistent with LEED commitments. Future submittals will include detailed designs and access.

Note that all developers in the project will be required to submit a customized TDM plan for their building identifying what programs will be implemented to meet the non-SOV goals of the project and how they comply with the commitments outlined in this TDM report. Periodic surveys will be conducted by the Metro District to evaluate the TDM program effectiveness and adjustments will be made, if needed, to reach the project non-SOV goals.

10. Timeline and Funding for TDM measures

Metropolitan (Metro) Districts are a type of Colorado special district which is formed to provide services, such as Transportation, Water, Solid Waste Disposal, Sanitation and Street Maintenance and Improvement. Metro Districts are independent governmental entities formed to provide services which finance, design, install, construct, operate and or maintain public improvements not otherwise being provided. The existing Metro District will, amongst other things, manage the funding, operations, and maintenance of the TDM plan. A summation of the timeline for implementing recommended TDM strategies at different Phases of development is provided in **Table 2**. Only TDM Strategies with one-time or annual costs are included.

Table 2: Redtail Ridge TDM Plan Funding and Timeline Summation

<i>TDM Strategy</i>	<i>Timeline and Frequency</i>	<i>Amount</i>
Develop shuttle service	Metro District to contribute a one-time allocation for the planning and implementation of the shuttle service as a condition of Phase I occupancy permits.	Metro District paid through public RFP
Proportional yearly operational costs for shuttle service	Metro District to secure fees from property owners and/or leasees for annual allocation of proportional share of shuttle service operation. Fees provided to whomever is managing the shuttle service.	\$75,000/Year
Employee EcoPasses upfront	Metro District to provide one-time allocation to secure employee EcoPasses, through Master Contract with RTD, for all employee in the initial, Phase 1. Fees paid directly to RTD.	\$18,000
Long-term Employee EcoPasses	Metro District to secure funds to pay for EcoPasses through an RTD Master Contract fees in subsequent years.	\$75,000/Year
Hire TDM Coordinator	Metro District to secure and maintain TDM Coordinator services	\$100,000 annually - Metro District fees