

Cypress Municipal Code

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Sec. 16-91. Findings and determinations.

- (a) Traffic will make the city a less desirable place in which to live, work, and do business unless substantial measures are taken to obtain the most efficient use of existing and planned transportation facilities.
- (b) Traffic congestion results in potentially harmful increases in air pollution, noise, and fuel use, additional wear and tear on vehicles, and time losses to individuals and businesses.
- (c) Minimizing inconvenience in commute trips and retaining an attractive environment enables employers to effectively recruit and retain the most qualified personnel.
- (d) Air quality management goals for the region cannot be met without reducing the number of commute trips and vehicle-miles traveled. South Coast Air Quality Management District (SCAQMD) regulations require local employers to adopt and implement trip reduction programs; the City of Cypress is committed to assisting its businesses in satisfying these regulations and meeting the air quality goals.
- (e) A transportation management association in the Cypress Business Park will encourage and support employee use of commute alternatives, rather than the single-occupant vehicle, which will reduce peak period traffic levels from what would otherwise occur.
- (f) Cooperation and coordination of a transportation management association in the Cypress Business Park, with similar programs in other jurisdictions and agencies in the region, will assist the city in meeting the goals of this article and SCAQMD, congestion management program, measure "M," and the air quality management plan.
- (g) Adoption of this vehicle trip reduction program for the Cypress Business Park is in the best interest of the public health, safety, and general welfare, both within the city and throughout the region.
- (Ord. No. 818, § 1, 6-12-89; Ord. No. 873, § 1, 8-26-91.)

Sec. 16-92. Purposes, goal and objectives.

- (a) *Purposes.* In recognition of these findings and determinations, the city does hereby establish a vehicle trip reduction program in the Cypress Business Park for the following purposes:
- (1) To specify city responsibilities for transportation programs and actions which will maximize the efficiency of existing and future transportation facilities, will reduce peak period vehicle trips, and will improve air quality; and
 - (2) To specify responsibilities of employers and landowners in the Cypress Business Park for reasonable efforts which will reduce peak period vehicle trips generated by their employees and will improve air quality.
- (b) *Goal.* The goal of the vehicle trip reduction program for the Cypress Business Park is to obtain the best possible use from existing and future local and regional transportation facilities through a partnership among local government, land owners/developers, businesses and employees, and to reduce traffic and air pollution impacts within the city and the region.
- (c) *Objectives.* The specific objectives of the vehicle trip reduction program for the Cypress Business Park are:
- (1) To reduce both peak period vehicular trips and the number of vehicle miles traveled through employer-sponsored programs which encourage the use of carpools, vanpools, transit, bicycles, walking, alternative work hours programs and nonpeak period travel.
 - (2) To reduce vehicular emissions, energy usage, ambient noise levels, vehicle wear and tear, and time

losses by reducing the number of vehicular trips, total vehicle miles traveled and traffic congestion.

(3) To achieve and maintain an average vehicle ridership ratio of one and one-half (1.5) persons per vehicle during peak hours.

(4) To facilitate cooperation and coordination with other jurisdictions and agencies within the region to gain maximum efficiency from existing and future transportation facilities.

(5) To reinforce compliance with the provisions of South Coast Air Quality Management District (SCAQMD) Regulation XV by all companies in the Cypress Business Park and promote the objectives of the congestion management program, measure “m” and the air quality management plan.

(Ord. No. 818, § 1, 6-12-89; Ord. No. 873, § 1, 8-26-91.)

Sec. 16-93. Definitions.

Unless the context shall require otherwise, the definitions set forth in this section shall apply to the following terms as used in this article:

Alternative work hours program shall mean any method for shifting the workday of an employee so that the workday starts and ends outside of the peak periods. Such programs include, but are not limited to:

- (1) Compressed workweeks;
- (2) Staggered work hours of all employees, or specific groups of employees, at the workplace; and
- (3) Flexible work hours involving individually-determined work hours within guidelines established by the employer.

Average vehicle ridership (AVR) shall mean the figure derived by dividing the employee population at a given workplace, that reports to work weekdays between 6:00 a.m. and 10:00 a.m., by the number of vehicles driven by these employees commuting from home to the workplace during these hours. AVR may be calculated using weekly or biweekly averaging periods; the applicable employee population is multiplied by the number of weekdays in the selected averaging period, then divided by the total number of vehicles driven by these employees to the workplace during the same period. Vehicles counted, in computing AVR, shall specifically exclude: bicycles; transit vehicles; buses serving multiple workplaces; and cars stopping to load or unload passengers or materials at a workplace, while en route to other workplaces.

Carpool shall mean a motor vehicle occupied by two (2) or more employees traveling together.

Commute shall mean a repetitive home-to-work or work-to-home trip.

Commute alternatives shall mean carpooling, vanpooling, transit, bicycling, and walking as commute modes during peak periods, as well as any alternative work hours program which results in the use of any mode of transportation for commuting outside of the peak periods.

Congestion shall mean intersection levels of service (LOS) “E” or “F.”

Cypress Business Park shall mean that area in the city designated as “BP” in the Land Use Element of the Cypress General Plan, generally bounded, in a clockwise direction, by the following: Cerritos Avenue; Gateway Drive; Rancho Los Coyotes/Rancho Los Alamitos boundary line; Knott Street; Stanton Storm Channel; Valley View Street; Orangewood Avenue; Los Alamitos Army Airfield; Katella Avenue; and Denni Street.

Employee shall mean any permanent, full-time person employed by any employer; this definition shall exclude any independent contractors.

Employer shall mean any individual public or private company with one hundred (100) or more employees and which has a permanent place of business in the Cypress Business Park. However, employers in the Cypress Business Park with fewer than one hundred (100) employees shall be subject to the provisions of this article in the event there are amendments by SCAQMD to Regulation XV which operates to lower the threshold number of employees below one hundred (100). For purposes of this article, the number of employees per work place, on all shifts, shall determine the size of the employer.

Level of service (LOS) is a traffic engineering measure of roadway or intersection performance. LOS E means that ninety (90) per cent or more of green phase time is being used at a signalized intersection and some vehicles may have to wait through one (1) or more light change cycles before progressing through the intersection. LOS F means that an intersection is operating at, or in excess of, full capacity.

Peak period shall mean those hours from 6:00 a.m. to 10:00 a.m., Monday through Friday. A peak period trip shall mean an employee's commute trip to or from a workplace when the employee's workday begins and/or ends within the peak period.

Reasonable efforts shall mean an employer's active, on-going attempts to encourage employee participation in programs intended to meet the purposes, goal and objective of this article.

Single-occupant vehicle shall mean a motor vehicle, including motorcycles and other two-wheeled, motorized vehicles, when occupied by one (1) employee for commute purposes.

Transit shall mean a motor vehicle operated on a for-hire, multiple-occupant, shared-ride basis, including bus, light rail, heavy rail, shared-ride taxi, and shuttle van.

Transportation coordinator shall mean a person who represents an individual employer in overseeing, managing and assisting in the employer's trip reduction activities and coordinating with the city, who has successfully completed a training program approved by the trip reduction training coordinator advisory committee of the SCAQMD.

Transportation management association (TMA) shall mean a group of business leaders, operating as a nonprofit corporation, who voluntarily meet to develop and implement plans to manage traffic and improve transportation systems for their employees.

Trip reduction shall mean an amount indicating a percentage reduction in the number of employee, peak period, commute trips on a typical weekday from that which would be experienced if all employee trips were made in single-occupant vehicles, during peak periods.

Vanpool shall mean a van occupied by six (6) or more employees traveling together.

Workplace shall mean the place of employment, base of operation, or predominant location of an employee. (Ord. No. 818, § 1, 6-12-89; Ord. No. 873, § 1, 8-26-91.)

Sec. 16-94. Responsibilities of employers.

(a) *Applicability.*

(1) Section 16-94 (b), (c), and (d) herein are mandatory and every existing and future employer shall be subject to the provisions of said sections.

(2) Section 16-95 is permissive and every existing and future employer shall be expected to voluntarily comply with the provisions of said section.

However, all existing and future employers with fewer than one hundred (100) employees shall be subject to all subsequent regulations adopted by SCAQMD which may lower the threshold and thereby are subject to the provisions of this article.

(3) Employers, with one hundred (100) or more employees, receiving notification of SCAQMD Regulation XV, shall not be exempt from complying with the time limits established by SCAQMD Rule 1503(a), if said time limits are more restrictive than those set forth in this article.

(b) *Reasonable efforts to achieve objectives.* Every employer shall make reasonable efforts to reduce single-occupant vehicle commute trips such that the overall AVR, for each employer, during each peak period, is not less than one and one-half (1.5).

(1) The annual report, submitted pursuant to this section, shall include but not be limited to a verifiable assessment of current commute modes, employee average vehicle ridership (AVR) and a description of measures and incentives undertaken to comply with the objectives.

(2) *Reserved.*

(c) *Trip reduction programs; employers.* Every employer shall develop and implement a vehicle trip reduction program pursuant to SCAQMD Regulation XV designed to achieve, through reasonable efforts, the objectives set forth in section 16-94 (b) of this article.

(1) Every employer shall submit a copy of said program, through its transportation coordinator, to the City of Cypress upon receiving notification by the SCAQMD.

(2) The vehicle trip reduction program for each employer shall consist of measures including, but not necessarily limited to the following:

a. Appointing, and arranging for training, of an on-site transportation coordinator, who shall be responsible for implementation of the vehicle trip reduction program at the work place and shall serve as the liaison to the city.

b. Developing a list of, and implementing any reasonable combination of, commute alternatives programs, incentives, subsidies and other measures to be offered to the employees and which are designed to achieve, through reasonable efforts, the objectives set forth in this article.

(d) *Annual reports.*

(1) Every employer which is doing business in the city on the effective date of this article, shall submit annual reports on its vehicle trip reduction activities concurrently while submitting its updated SCAQMD Regulation XV trip reduction plan to the SCAQMD.

(2) Every employer beginning business shall submit annual reports upon receiving notification by SCAQMD to submit a regulation XV trip reduction plan.

(Ord. No. 818, § 1, 6-12-89; Ord. No. 873, § 1, 8-26-91.)

Sec. 16-95. Responsibilities of transportation management association.

The Cypress Business Park Transportation Management Association shall carry out transportation programs and activities designed to further the purposes, goal and objectives of this article including, but not necessarily limited to, the following:

(a) Organizing and collecting data and information on traffic conditions, commute alternatives, and progress of individual employers in achieving the purposes, goal and objectives of this article.

(b) Reporting to the city, or any other designated agency, in any required format, traffic reduction information necessary to satisfy compliance monitoring requirements.

(c) Cooperating with other transportation management associations in other jurisdictions and agencies to develop and implement vehicle trip reduction efforts.

(d) Participating in, and coordinating with, any regional traffic reduction activities.

(e) Furnishing advice to, and assistance for, employers in the implementation of their vehicle trip reduction activities.

(Ord. No. 818, § 1, 6-12-89; Ord. No. 873, § 1, 8-26-91.)

Sec. 16-96. Responsibilities of city.

(a) The city shall evaluate all employers' progress toward attaining the goal and objectives of this article. The city director of public works shall be responsible for administering the provisions of this section. The director of public works shall:

(1) Conduct, or cause to be conducted, a review and evaluation of the Cypress Business Park employers' traffic reduction plans and reports.

(2) Prepare an annual report to the city council which:

- a. Reports on the level of compliance with the requirements of this article;
- b. Summarizes the results of the Cypress Business Park employers' activities, progress toward attainment of goals, and prospects for continued achievement;
- c. Recommends any changes in this article as may be found necessary to achieve the purposes, goal, and objectives established herein.

(b) *Reserved.*

(Ord. No. 818, § 1, 6-12-89; Ord. No. 873, § 1, 8-26-91.)

Sec. 16-97. Reserved.

Editor's note: Section 1 of Ord. No. 873, adopted August 26, 1991, repealed § 16-97 in its entirety. Formerly, § 16-97 pertained to enforcement of Article XVI of this chapter and derived from § 1 of Ordinance No. 818, adopted June 12, 1989, and § 7 of Ord. No. 833, adopted December 11, 1989.

Secs. 16-98, 16-99. Reserved.
