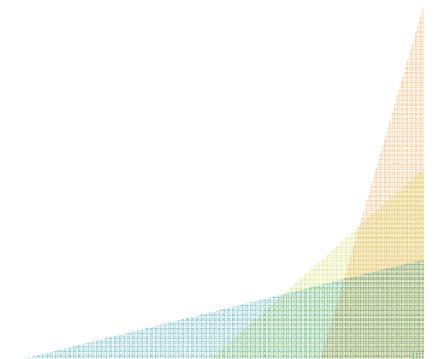


Transportation Management Programs

Bellevue Transportation Commission

June 9, 2016



Tonight's Presentation

1. Key observations to date
2. Effectiveness of worksite trip reduction measures
3. Review of options for Code Revision (pros, cons)
4. *Commission input needed*: Framing of Alternatives for TMP code revision
5. Public engagement options
6. Next steps

Key Observations to Date

1. Overall compliance with TMP requirements is improving, currently at 80%.
2. Performance requirement for DT office buildings is not realistic.
3. 0.9% annual average reduction in drive-alone at DT TMP office buildings, compares favorably to other measures.
4. Online survey of TMP implementers shows overall receptivity to TMPs, feedback on current requirements can inform alternatives.
5. TMP requirements in adjacent jurisdictions are broadly similar, but performance targets apply more broadly, are linked to subarea targets.
6. Commute Trip Reduction (CTR) program framework may offer a useful model for TMP requirements, implementation.

Effectiveness of Worksite TDM Measures—National Literature

Strategy	Details	Employee Vehicle Trip Reduction Impact
Parking Charges ¹	Previously Free Parking	20%-30%
Information Alone ²	Information on Available SOV Alternatives	1.4%
Services Alone ³	Ridematching, Shuttles, Guaranteed Ride Home	8.5%
Monetary Incentives Alone ⁴	Subsidies for carpool, vanpool, transit	8-18%
Services + Monetary Incentives ⁵	Example: Transit vouchers and Guaranteed Ride Home	24.5%
Cash Out ⁶	Cash benefit offered in lieu of accepting free parking	17%

Effectiveness of Worksite TDM Measures—Local Analysis

2009 Graduate Intern project: Multivariate analysis of Bellevue CTR worksite data to determine which commute program elements were most closely correlated with a lower rate of drive-alone commuting.

Four datasets analyzed:

- Downtown CTR sites 2005
- Downtown CTR sites 2007
- Outside Downtown CTR sites 2005
- Outside Downtown CTR sites 2007

Effectiveness of Worksite TDM Measures—Local Analysis

Overall results of analysis:

- High correlation Downtown between parking pricing and lower SOV rate; moderate correlation Outside Downtown
 - Moderate correlation between priority HOV parking and lower SOV rate at sites Outside Downtown
 - Mixed results for provision of transit subsidy
 - Mixed results for provision of carpool subsidy
- Datasets were small, results generally consistent with national literature.

Pros, Cons of Options for TMP Code Revision

Option **1**: No action

Option **2**: Revise code to address elements that are dated, not working.

Option **3**: Revise, expand performance goals

a. Change from % reduction in drive-alone to a specific target level

b. Apply performance goal to a broader range of sites

Option **4**: Flexible “menu of options” approach for implementation measures

Option **5**: Eliminate TMP code provisions

Pros, Cons of Options for TMP Code Revision

Option 1: No action

Pros:

?

Cons:

- Elements of existing code that are dated or not working would remain, including:
 - Programmatic requirements that are outdated
 - Performance target for Office uses in Downtown is highly optimistic, unlikely to be achievable
 - Enforcement provisions that are lacking or not workable

Pros, Cons of Options for TMP Code Revision

Option 5: Eliminate TMP code provisions

Pros:

- Potential reduced burden on building managers
- May reduce burden on City (staff time, budget) for ongoing monitoring

Cons:

- City loses a standard framework for addressing ongoing transportation impacts of major developments.
- SEPA review of new development likely to require mitigation measures similar to TMP requirements at some projects.
- Additional staff time needed during development review to evaluate impacts, determine mitigation measures under SEPA.
- Monitoring, enforcement more difficult if requirements vary from building to building.
- Potential for more commute trips to large buildings.

Pros, Cons of Options for TMP Code Revision

Option 1: No action

Option 2: Revise code to address elements that are dated, not working.

Option 3: Revise, expand performance goals

a. Change from % reduction in drive-alone to a specific target level

b. Apply performance goal to a broader range of sites

Option 4: Flexible “menu of options” approach for implementation measures

Option 5: Eliminate TMP code provisions

Pros, Cons of Options for TMP Code Revision

Option 2 (update) + Option 3 (expand performance goals) + Option 4 (flexible options)

Pros:

- Shifts focus to *outcomes*
- Building managers may select options that best fit their situation
- May ease implementation burden

Cons:

- Requires staff time to follow up with buildings that fall short of performance target
- Requires additional effort, expense to enhance programs at buildings that fall short
- Requires additional effort on the part of building managers and the city to measure performance (i.e., survey)

Potential Alternatives for TMP Revision

1 Option 1: No action

2 Option 2: Revise code to fix elements that are dated, not working

3 Hybrid of Options 2, 3, 4

- a. Revise code to fix elements that are dated, not working.
- b. Revise, expand performance goals
 - i. Change from % reduction in drive-alone to a specific target level
 - ii. Apply performance goal to a broader range of sites
- c. Flexible “menu of options” approach for implementation measures
- d. Eliminate TMP requirements at residential sites

4 Option 5: Eliminate TMP code provisions

Public Outreach

To date:

- Survey of TMP Implementers (late April/early May)
- Briefing, break-out session at ETC meeting (June 8)

Potential next phase:

- Online open house
 - *Provides detailed information about the project and the Alternatives, offers opportunity for comprehensive input*

Proposed Next steps

1. Flesh out alternatives for TMP code revisions
2. Prepare public outreach (online Open House)
3. Commission meeting on July 14
 - Commission input, refinement of alternatives
 - Review online open house
4. (Commission meeting on September 8?)
5. Commission & staff briefing to City Council on September 19.
 - *Need to have a preliminary recommendation for direction of TMP requirements.*

Questions?

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