

# Transportation Management Programs

Bellevue Transportation Commission

September 8, 2016

A decorative graphic in the bottom right corner consisting of several overlapping, semi-transparent geometric shapes in shades of light blue, green, and orange.

# Tonight's Presentation

1. *Recap*: Online Open House
2. Recommendations for TMP code revision.
3. Building size thresholds for TMP requirements
4. Action needed:
  - Recommendation for City Council
  - Commission representative for September 19 Council study session

# Online Open House—Key messages

- Clear desire for increased flexibility in TMP implementation requirements
- Divided about expanding performance targets.
- Strong support for continuing to require residential buildings to post information
- Little support for removal of TMP requirements altogether
- Respondents also noted the importance of technological change, with some noting this as factor in their responses

# Staff Recommendation 1

	Recommended revision to current TMP code elements	Comparison to current code requirements	Discussion
1	Fix elements that are dated and/or not working.	<p>Two issues* have been identified with current code requirements:</p> <ul style="list-style-type: none"> <li>• Requirement to post information at individual tenant workspaces in Downtown Bellevue office buildings.</li> <li>• Enforcement provisions.</li> </ul> <p>(*See also item 2 below regarding performance goal.)</p>	<p>Current code requires posting transit and rideshare information in workspaces of individual tenants at Office buildings in Downtown with 50 or more employees. This is difficult to monitor and, arguably, is less important than in years past, given access to relevant information on the internet.</p> <p>Enforcement provisions are lacking for parts of the current code (BCC 14.60.070) and unworkable for others (BCC 14.60.080).</p>

# Staff Recommendation 2

	Recommended revision to current TMP code elements	Comparison to current code requirements	Discussion
2	<p>Revise performance goal (which applies to Office buildings in Downtown), so that is realistic and equitable.</p> <p>Specify performance goal as a <i>target rate for drive-alone commuting</i> (rather than as a reduction from an initial baseline measurement).</p>	<p>Current code specifies that office buildings in Downtown Bellevue reduce their rate of drive-alone commuting by 35% over 10 years from an initial measurement</p>	<p>Two key problems have been identified with the current code requirement for trip reduction:</p> <ul style="list-style-type: none"> <li>• The expected 35% reduction is unrealistic, actual reductions over 10 years average 20%</li> <li>• Buildings that start with a low baseline measurement have a difficult challenge in making further reduction, yet code requires they do so, even if their current performance is exemplary.</li> </ul> <p>Setting performance goal as a specific target rate for drive-alone commuting allows for more consistent expectations from building to building and aligns with the approach used in other local jurisdictions that have TMP requirements.</p>

# Staff Recommendation 3

	Recommended revision to current TMP code elements	Comparison to current code requirements	Discussion
3	Extend performance goal to Office uses citywide.	Current code requires a performance goal (for trip reduction) only at Office buildings in Downtown. Office buildings elsewhere in the city and other building types citywide have only a requirement to implement certain measures to encourage trip reduction.	<p>Extending the performance goal requirement to (new) Office buildings citywide makes the TMP requirements more equitable. It also recognizes that transportation impacts and challenges exist in both the Downtown and outside Downtown settings.</p> <p>Office uses are the predominant employment citywide and generally have employees commuting during peak periods.</p>

# Staff Recommendation 4

	Recommended revision to current TMP code elements	Comparison to current code requirements	Discussion
4	<p>Add flexibility to implementation measures, while maintaining minimum requirements.</p> <p>Include the following:</p> <ol style="list-style-type: none"> <li>a. Set minimum baseline measures (e.g., post &amp; distribute transit and ridesharing information, designate a Building Transportation Coordinator).</li> <li>b. Require additional measures at buildings meeting certain use categories and size thresholds.</li> <li>c. The additional measures may be selected from a City <i>“TMP Implementation Guidelines”</i> document.</li> <li>d. Office buildings meeting their drive-alone rate targets are relieved of the requirement to implement the additional measures.</li> </ol>	<p>Current code is prescriptive. It specifies particular measures that building owners/managers are required to implement (the specific measures vary by building use and size).</p>	<p>By allowing flexibility, building managers can select the most appropriate measures, considering such factors as tenant mix and proximity to transit.</p> <p>Common themes throughout the TMP review process have been to accommodate future changes in technology and transportation. Allowing more flexibility in implementation measures and administrative revision of City guidance* will facilitate adaption to changes.</p> <p>Maintaining certain minimum requirements (e.g., posting information, designating a Building Transportation Coordinator) will set a common baseline across buildings and facilitate monitoring.</p>

# Staff Recommendation 5

	Recommended revision to current TMP code elements	Comparison to current code requirements	Discussion
5	Develop and maintain a <i>TMP Implementation Guidelines</i> document.	Current TMP requirements (including required implementation activities) are detailed in code, can only be adjusted via a code amendment process.	<p>The proposed <i>TMP Implementation Guidelines</i> could be revised administratively, providing more flexibility to adapt as conditions evolve. The City currently has several transportation documents that provide additional guidance, in support of requirements specified in City code. These are,</p> <ul style="list-style-type: none"> <li>• <a href="#"><u>Commute Trip Reduction Implementation Guidelines</u></a></li> <li>• <a href="#"><u>Impact Fee Manual</u></a></li> <li>• <a href="#"><u>Development Standards Manual</u></a></li> </ul>



# Staff Recommendation 6

	Recommended revision to current TMP code elements	Comparison to current code requirements	Discussion
6	<p>Increase building size thresholds for minimum TMP requirements of posting and distributing information.</p>	<p>Current thresholds for TMP requirements are as low as 30,000 gross square feet for Office uses and Medical Clinics. At these levels, the only requirement in the current code is posting of information regarding ridesharing and transit and annual distribution of information to tenants (as well as to new tenants and new employees).</p> <p>Other uses (Manufacturing, Retail, Residential) also have thresholds for posting and distributing information. These too should be increased.</p>	<p>Eliminating the TMP conditions for smaller buildings, where the only requirement is post and distribute information, would not only reduce the number of TMP agreements that must be established and monitored, but also would recognize that certain conditions have changed since the current code was adopted (in 1995). Specifically,</p> <ul style="list-style-type: none"> <li>Information about travel options is more readily available, via the internet (including by smartphone)</li> <li>The City now has a robust travel options program, <a href="#">Choose Your Way Bellevue</a>, directed to individuals (as well as employers and property managers)</li> </ul>

# TMP Thresholds

## TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

Programmatic Requirement (1)	Office & High Technology Light Industry (2)	Mftng/Assembly (other than High Tech)	Professional Services/Medical Clinics & Other Health Care Services	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (3)
No requirements	Less than 30,000 gsf	Less than 50,000 gsf	Less than 30,000 gsf	Less than 80,000 gsf	Less than 60,000 gsf	Less than 100 units	(4)
Post information (See subsections (F)(1)(a) and (b))	30,000 gsf and over	50,000 gsf and over	30,000 gsf and over	80,000 gsf and over	60,000 gsf and over	100 units and over	(4)
Distribute information (See subsection (F)(2))	30,000 gsf and over	50,000 gsf and over	30,000 gsf and over	80,000 gsf and over	N/A	N/A	(4)
Provide transportation coordinator (See subsections	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(4)

change to 50,000 gsf and over

change to 150,000 gsf and over

change to 50,000 gsf and over

change to 150,000 gsf and over

change to 200 units

# Next steps

1. Commission & staff briefing to City Council on September 19
  - *Need to have a recommendation for direction of TMP requirements*
  - *Need a Commissioner to participate*
2. Additional steps per Council direction, may include:
  - Identifying specific revisions to City code language
  - Public hearing

# Questions?

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