

► Transit Ridership

Transit usage has been steadily increasing for a number of years, as revealed by the combined average daily number of boardings and alightings (“ons and offs”). From 2003 to 2013, this figure increased from 21,900 to 53,600, or 145%, which is greater than residential and job growth and indicates the growing significance of this mode of transportation in Bellevue.



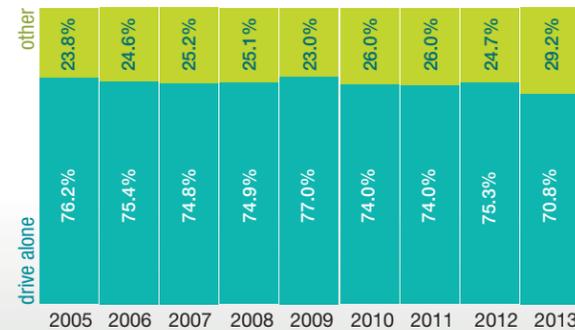
Transit "Ons and Offs" in Bellevue, 2003-2013
Source: King County Metro and Sound Transit

► American Community Survey: Means of Transportation to Work

The U.S. Census American Community Survey (ACS) provides an overall measure of how people commute to work from year to year. In Bellevue, the rate of driving alone is generally decreasing and the rate of using non-drive-alone modes is increasing, over time, for both residents and workers.



Residents in Bellevue



Workers in Bellevue

Source: U.S. Census American Community Survey 1-year estimates

► Benchmarks

The City has established benchmarks for monitoring results of the TDM program. The benchmarks are framed in reference to King County and state of Washington figures, so as to filter out the influence of external variables (such as gas prices) and better understand whether the City's program is performing as intended.

Measure	Actual	2015 Target	Report Period/ Source
1. Percent difference in drive-alone rate at Bellevue Commute Trip Reduction (CTR) worksites, as compared to all Seattle and King County CTR worksites	14.9% (2013/2014)	No more than 12% higher	Biennial CTR Survey
2. Percent difference in drive-alone commute mode share for workers in Bellevue as compared to workers in the state of Washington	0.5% (2011-2013)	No more than 3% higher	Every three years U.S. Census ACS 3-yr est
3. Percent difference in drive-alone commute mode share for residents of Bellevue as compared to residents of the state of Washington	-10.3% (2011-2013)	Lower by at least 10%	Every three years U.S. Census ACS 3-yr est



Transportation Demand Management Progress Report 2014

City of Bellevue | April 2015

► Why Transportation Demand Management in Bellevue?

With a population of 132,000, Bellevue is the fifth largest city in Washington, as well as a major employment center. There are currently 46,400 workers in Downtown Bellevue and 138,900 workers citywide. Additional growth is expected in the coming years, to nearly 77,000 jobs in Downtown and over 200,000 citywide by 2035. Successfully maintaining mobility in the face of the growing demand requires not only investments in streets, highways and transit, but also making efficient use of available roadways and transit services. Transportation Demand Management, or TDM, encompasses activities that increase the viability and attractiveness of modes other than driving alone, thus reducing demand on the transportation system.

► How TDM Addresses Transportation Challenges

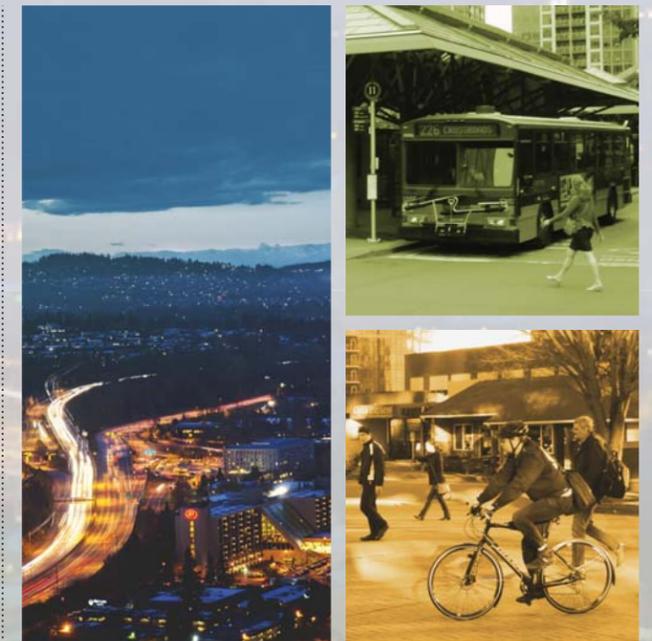
For many years the City has been working to facilitate mobility by transit, walking and bicycling as well as by car.

- City land use policies have concentrated growth in downtown and encouraged its evolution into a dense mixed-use center; this is a development pattern that allows many trips to be taken by walking and also facilitates use of transit.
- Concurrent with the growth of downtown and other areas of Bellevue, transit agencies have made significant investments in keeping with the growing transit demand.

These policies and investments have helped keep traffic volumes in check as growth has occurred, and their beneficial effect has been felt not just in downtown but citywide.

The TDM program enhances the effects of these policies by providing information, assistance and incentives to help people use modes other than driving alone. This builds a market for modes such as transit, carpooling, vanpooling, bicycling, walking and telecommuting, thus increasing the uptake of these modes above and beyond what it would be with land use policies and transit investments alone.

By looking broadly at the movement of people and not simply the movement of cars, TDM helps make the system work better for everyone, regardless of the particular travel mode used. People who have alternatives to driving alone are encouraged to try other modes; people for whom driving is the most viable option benefit from less congested roadways. And less-congested roads save time for people riding transit and improve freight mobility.

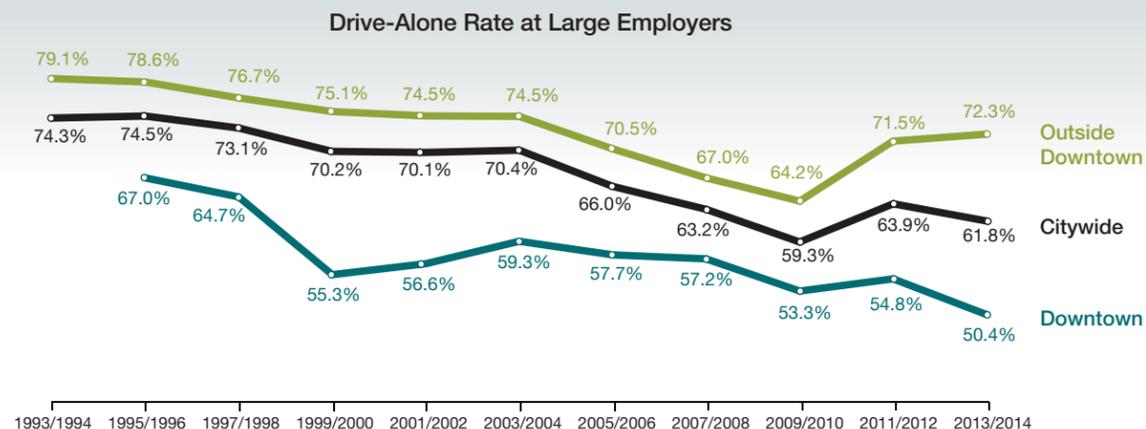


► Commute Trip Reduction

Since 1993, the Commute Trip Reduction (CTR) program has helped larger employers, generally those with 100 or more employees, implement programs for reducing drive-alone commute trips. Among employees affected citywide, the program has brought about an 11.5 percentage point reduction in drive-alone commuting from 1993 through 2014, representing 2,000 vehicles removed from the roads each day. The rate of drive-alone commuting in downtown has diminished by 17 percentage points.

2,000 Cars

Removed from the road each day by CTR



Source: State of Washington CTR program surveys

Through state law and City ordinance, the CTR program requires employers to provide information and trip reduction programs/activities for their employees, as well as measurement and reporting. The city provides information and assistance to help employers comply with the law. In 2014, there were 55 worksites in Bellevue affected by the CTR regulations; over 35,000 employees work at these sites. Focusing on commute trips is beneficial because they tend to occur when there is the greatest amount of congestion and delay. Working through employers is a good way to reach individual employees: In a recent voluntary online survey, most individuals who were aware of City trip reduction programs had heard about them through their employers.

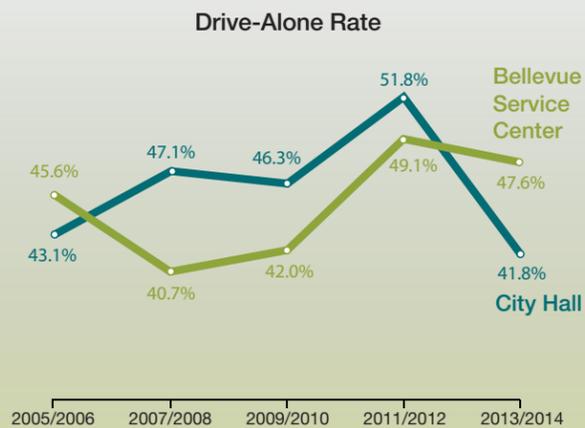
For more information about the City's TDM program, contact :

Kate Johnson
Associate Planner
KM.Johnson@bellevuewa.gov
 or
 425-452-7896

For plans and studies that serve as sources for this report, see the Research section at www.ChooseYourWayBellevue.org/about-plans-activities.

City of Bellevue Employee Commute Trip Reduction

The City of Bellevue leads by example in providing a robust trip reduction program for its own employees. The City provides full subsidies for transit, carpooling, and vanpooling; preferred parking for carpools and vanpools; and bicycle parking and amenities. Recent results at both City sites affected by the CTR law—Bellevue City Hall in Downtown and Bellevue Service Center in north Bellevue—have been substantially better than affected Bellevue worksites citywide.



Source: State of Washington CTR program surveys



In Downtown, one-third of employees have access to a free or heavily subsidized transit pass through their employers. Many employers provide other support such as carpool/vanpool subsidies, bicycle parking, and telework or alternative work schedules that also reduce commute trips.

COMMUTE ADVANTAGE

The City helps smaller employers not affected by the CTR law to develop tailored commute programs for their employees through a free consulting service called "Commute Advantage." Since its launch in 2007, 178 employers have engaged in the program by attending an event or consultation, and about 40% of them have started or improved commute benefits for their employees.

► Building Trip Reduction

The City requires "Transportation Management Programs" (TMPs) at large real estate developments, which require building managers to undertake measures to reduce drive-alone commute trips by employees working in the building. Specific requirements vary according to size of building and land use. Through TMP programs, many building managers offer discounted/preferred carpool/vanpool parking, bicycle parking, and free parking days for non-drive-alone commuters (for the occasional need to drive), as well as conducting other activities such as ridematching for carpools, reporting and measurement.



► Choose Your Way Bellevue Website

The City sponsors www.ChooseYourWayBellevue.org, a one-stop transportation options resource for Bellevue residents, workers, employers, property managers and schools. It combines information on riding the bus, walking, biking, carpooling, vanpooling, teleworking and alternative work schedules along with current transportation conditions, construction information and transportation plans in the city and region. It helps calculate the cost of commuting and provides links to current program newsletters and events. The www.ChooseYourWayBellevue.org website had an average of nearly 3,500 user sessions per month in 2014. And the monthly Choose Your Way Bellevue e-newsletter has 3,300 subscribers.



► On The Move Bellevue

Through [On The Move Bellevue](http://OnTheMoveBellevue), workers and residents who log sufficient non-drive-alone trips on an online calendar can receive rewards that encourage them to try modes other than solo driving and can help offset the initial cost of the new mode. The "Perks" program works in partnership with local businesses to reward regular users with discounts. In 2014, 3,353 people participated in trip logging; 1,329 users took a pledge to reduce trips; and 638,759 trips were logged for 8,099,208 miles. Users saved 236,023 gallons of gas; and 4,479,897 pounds of carbon dioxide were avoided. Prior analysis (2012-2013) showed that those staying in the program for a year reduced drive-alone trips by 4%.

