

# A Review of Transportation Management Programs (TMPs)

September 25, 2008  
Presented by Drew Redman





## Purpose

- Overview and commission input on potential TMP alternatives

## Next Steps

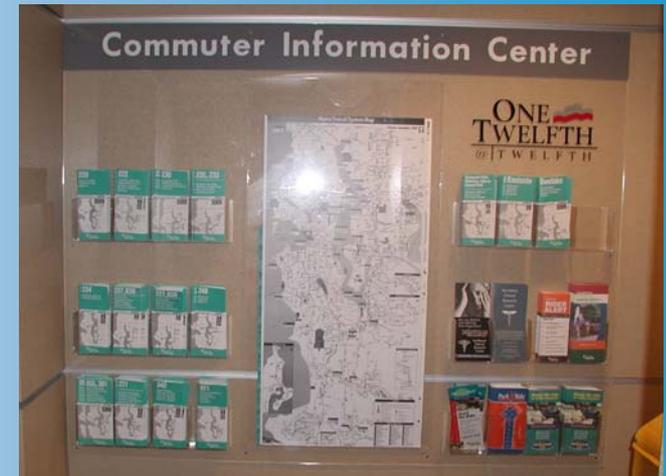
- Stakeholder engagement process
- Preferred alternative selected by Nov. 13
- Outreach

# What is a TMP?

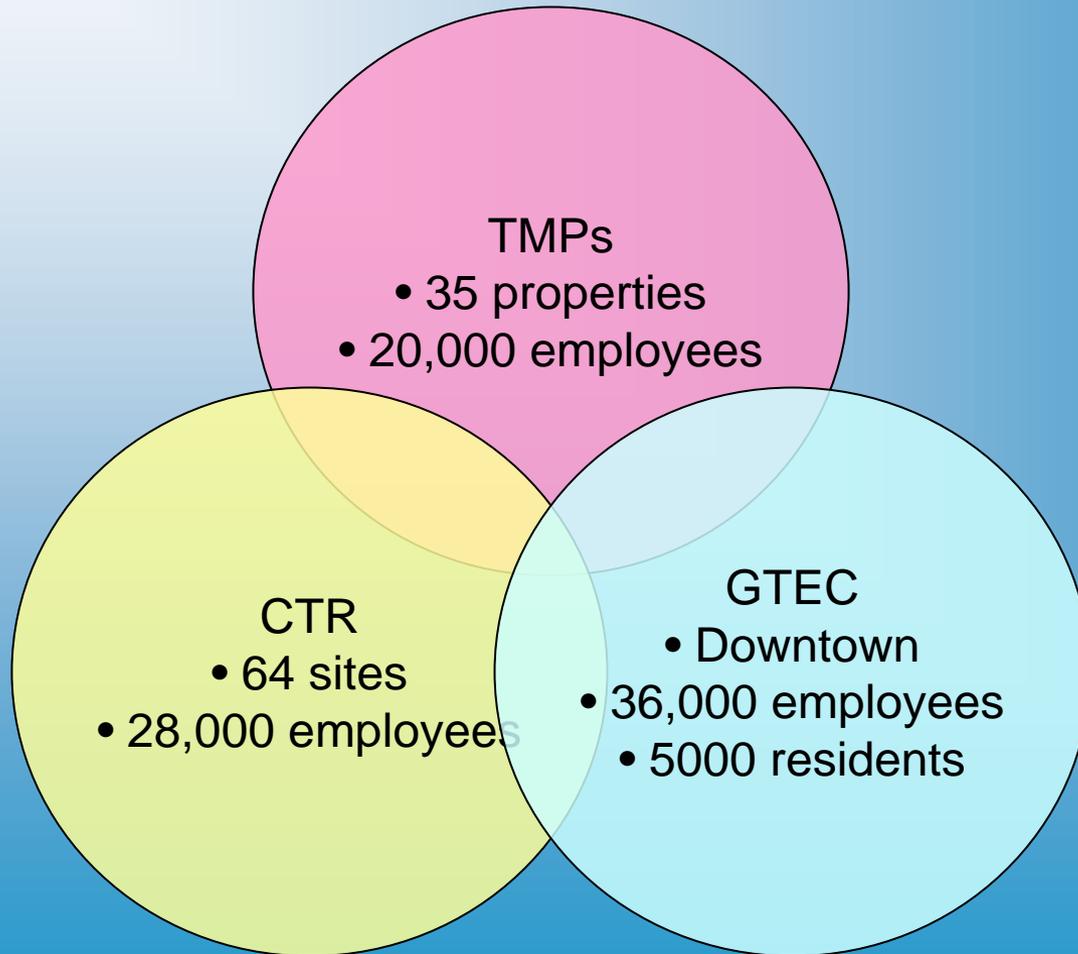
A traffic and parking mitigation plan for a specific development to reduce drive-alone commutes.

Requirements may include:

- Posting transit and rideshare information
- Distributing information
- Establishing a Transportation Coordinator
- Providing Preferential Parking
- Providing Financial Incentives
- Providing a Guaranteed Ride Home program



# How do TMPs fit into TDM program?

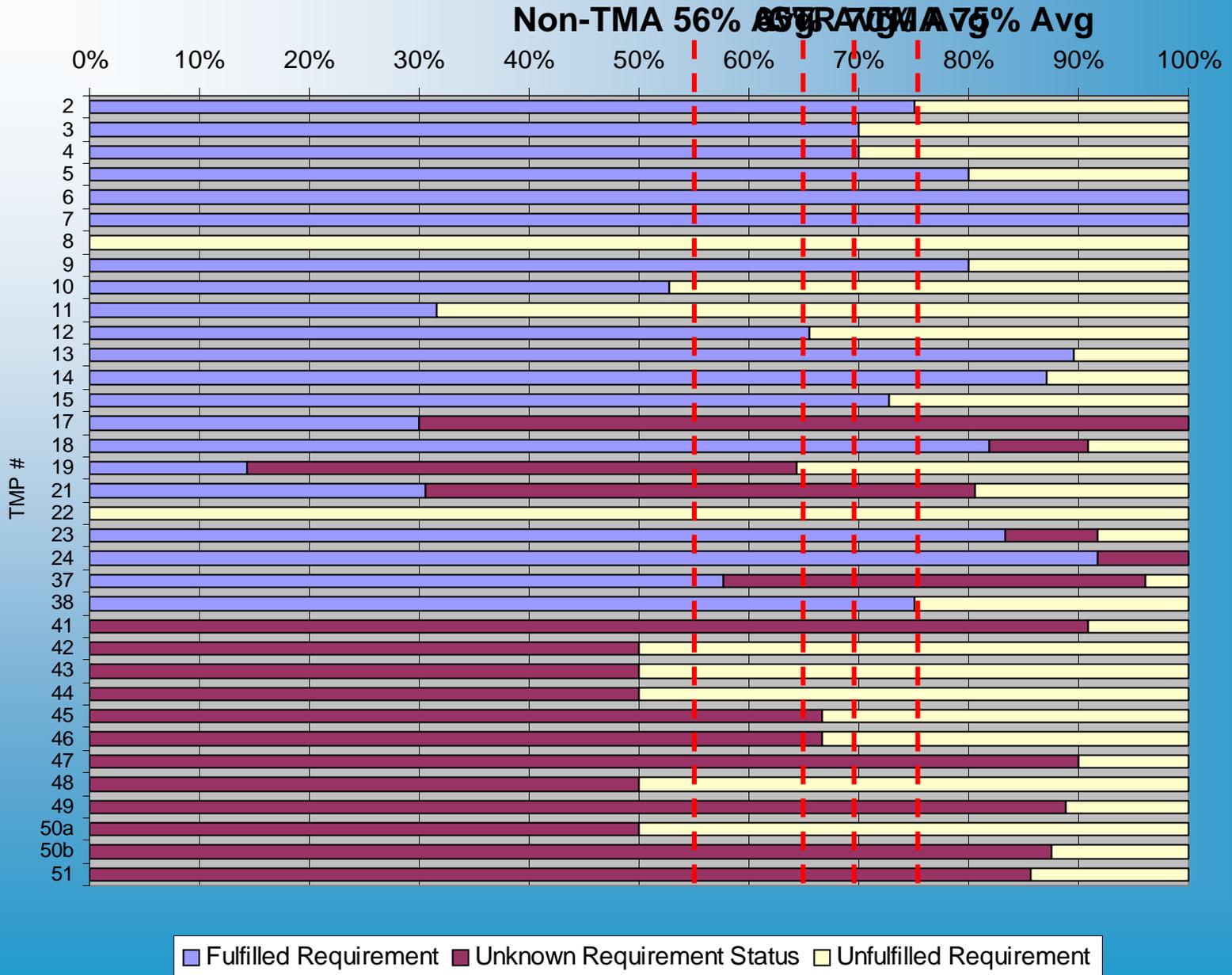


# How do TMPs fit into TDM goals?

- TMPs support City targets for non-drive-alone trips
- Rideshare requirements help meet GTEC objectives
- 11,000 (31%) of downtown employees work for small employers in TMP buildings
- TMPs help address the growing residential population

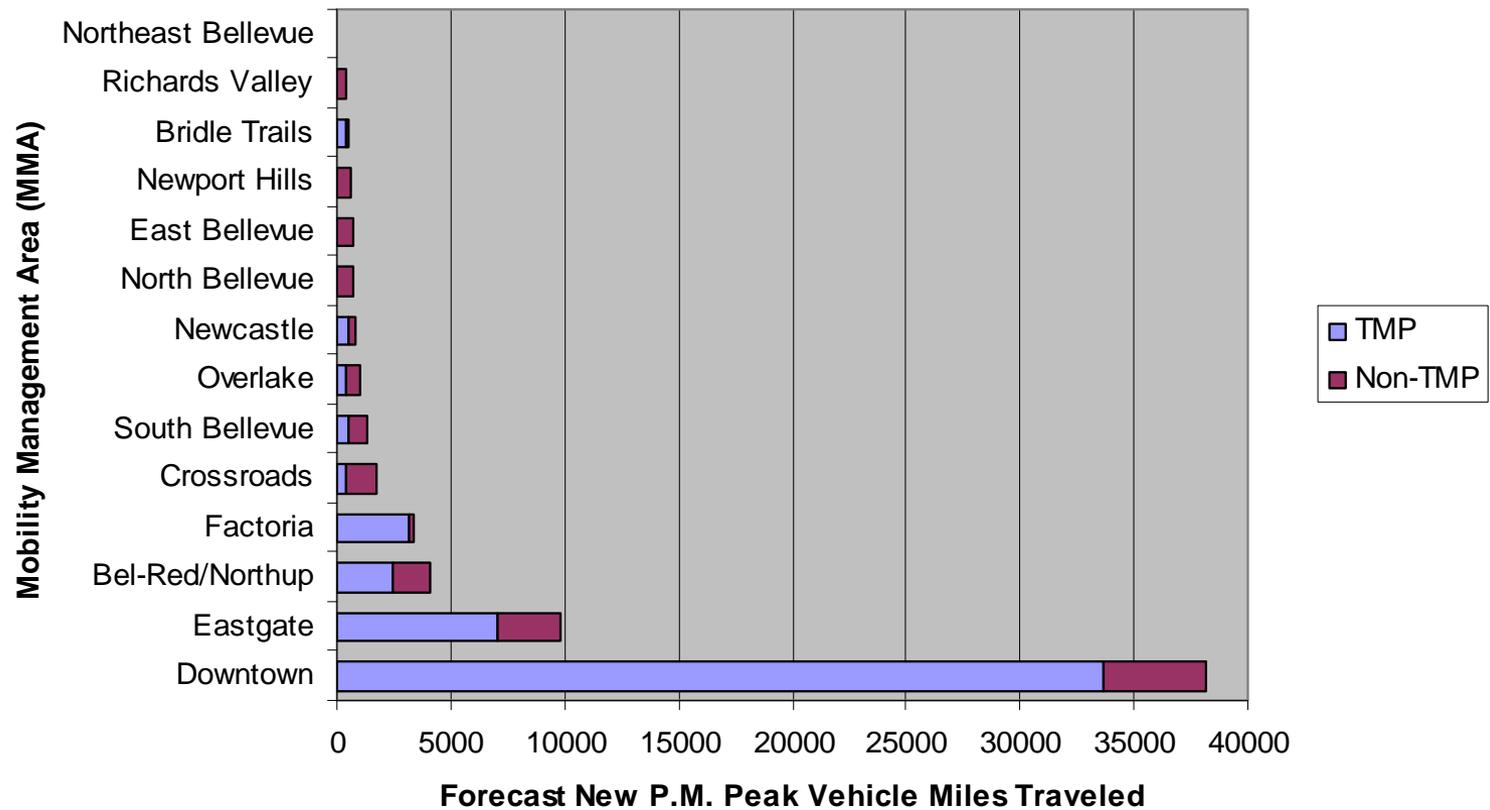


# TMP Compliance (as of August 2008)

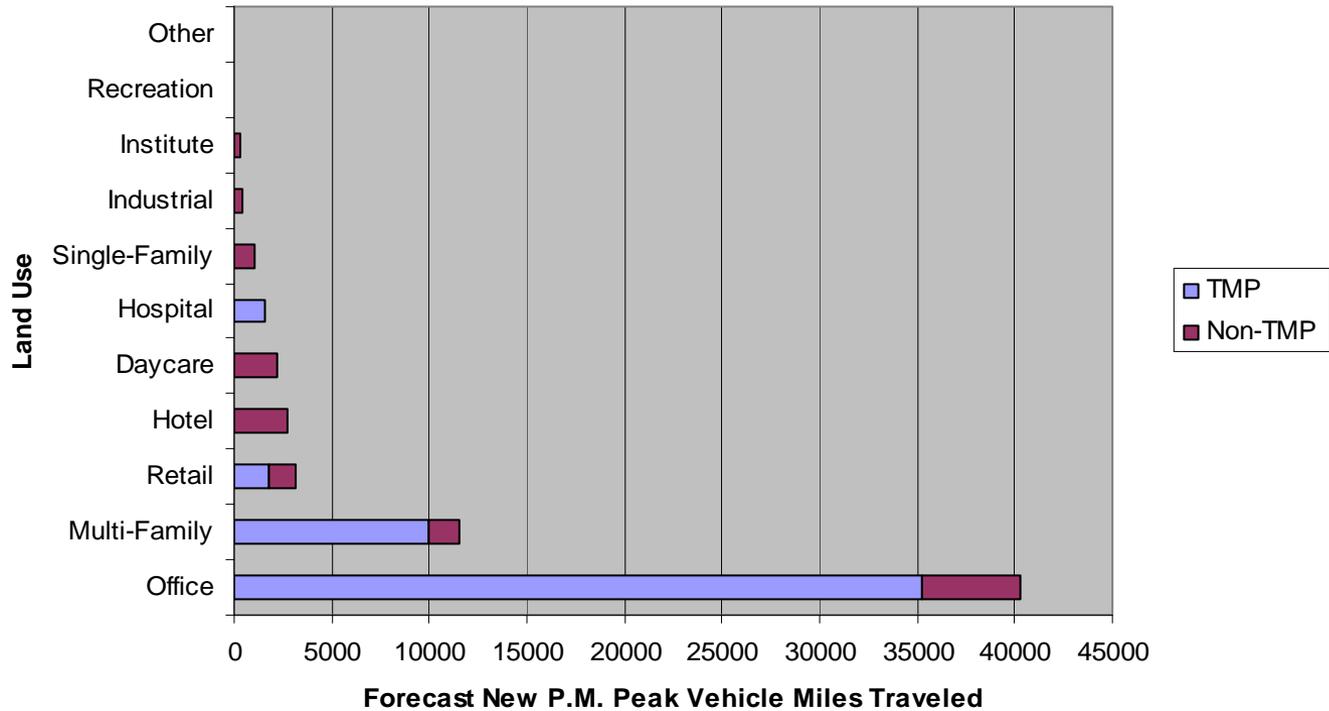




# Development Impacts (by MMA)



# Development Impacts (by land use)





# TMP Challenges

- How to maintain monitoring and enforcement?
- How to capture transportation impacts expected in Bel-Red and Factoria-Eastgate?
- How to boost performance?

# Best Practices

- TMA membership encouraged
- Flexible requirements based on performance
- Showers and Lockers for bicyclists and pedestrians



# Alternatives

Alternative 1: No Action

Alternative 2: Code Update

Alternative 3: Code Update + Best Practices

Alternative 4: Code Update + Point-Based System

Alternative 5: Remove Code

# Alternative 1: No Action

- Existing code addresses half of forecasted development and a majority of transportation impacts
- Over 30,000 employees and 6000 residential units affected
- *0.5 FTE for monitoring and enforcement*

## Alternative 2: Code Update

- Proposed: Consistent Citywide requirements  
Current: Additional requirements Downtown
- Proposed: Financial incentive of 2 Free Park Days or reduced parking fees for non-drive-alone commuters  
Current: \$15/mo. subsidy
- Proposed: Performance goal of 20 percent drive-alone reduction, with specific 2-year goals  
Current: 35 percent reduction over 10 years, no incremental targets
- *0.5 FTE for monitoring and enforcement*

## Alternative 3: Code Update + Best Practices

- Includes proposed code modifications and best practices
  - Credit for TMA membership
  - Showers/Lockers
  - Requirements adjust based on performance
- *0.5 FTE for monitoring and enforcement*

# Alternative 4:

## Code Update + Point-Based System

- Includes proposed code modifications, best practices, and flexible point-based system allowing property owners to choose options
  - Base Requirements
  - More points given for TMA membership and Incentives
  - Points adjust depending on performance
- *0.5 FTE for monitoring and enforcement*

## Alternative 5: Remove Code

- Flexible staff resources
- No trip reduction program for much of Bellevue workforce, including 31% of the downtown workforce
- Possible TMA dissolution



# Next Steps

- Stakeholder workshops planned for Oct. 28
- Preferred alternative selected by Nov. 13
- Outreach and enforcement



# Questions?

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