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?

- **TMPs**
  - 35 properties
  - 20,000 employees

- **CTR**
  - 64 sites
  - 28,000 employees

- **GTEC**
  - Downtown
  - 36,000 employees
  - 5000 residents
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)

Non-TMA 56% Avg
TMA 75% Avg

Fulfilled Requirement
Unknown Requirement Status
Unfulfilled Requirement

65% Avg
70% Avg
75% Avg

TMA Compliance (as of August 2008)
Development Impacts (by MMA)

[Bar chart showing forecast new P.M. peak vehicle miles traveled by Mobility Management Area (MMA). The chart compares TMP (light blue) and Non-TMP (purple) for various areas such as Downtown, Eastgate, Bel-Red/Northup, Factoria, Newport Hills, and others. The y-axis represents different MMA areas, and the x-axis shows the forecasted vehicle miles traveled ranging from 0 to 40,000.]
Development Impacts (by land use)

- Office
- Multi-Family
- Retail
- Daycare
- Hotel
- Single-Family
- Industrial
- Institute
- Recreation
- Other

 Forecast New P.M. Peak Vehicle Miles Traveled

TMP & Non-TMP
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?

Contact information:
Drew Redman
425-452-2851
dredman@bellevuewa.gov