

Transportation Development Code Update

Bellevue City Council
Study Session
October 5, 2009

Purpose

- Introduce the proposed update of B.C.C. 14.60, the Transportation Development Code.
 - Technical adjustments
 - Transportation Management Program (TMP) code revisions

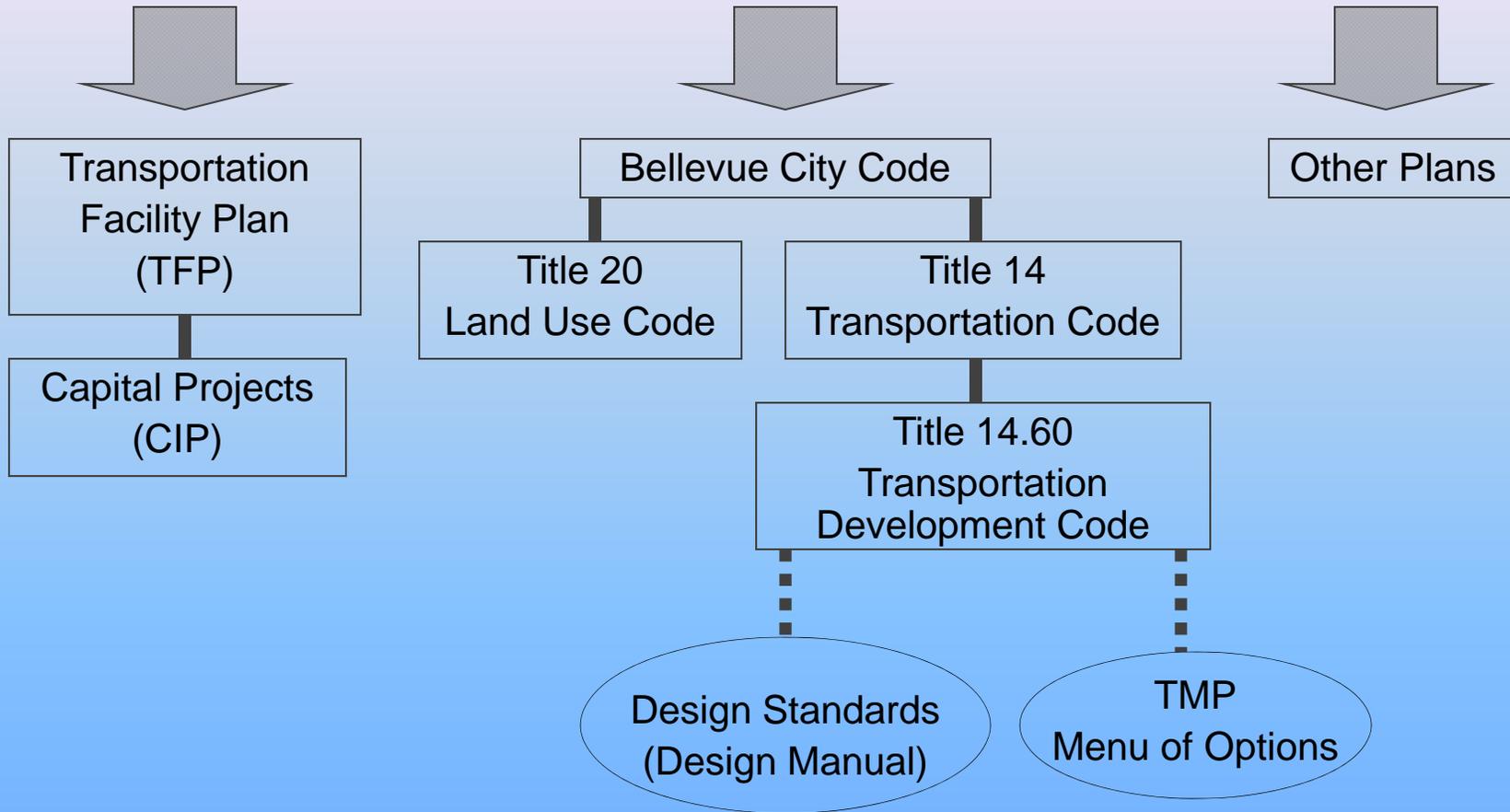
First revision of the code since 1995.

- Receive Council direction.

What is the Transportation Development Code?

- Implements the Comprehensive Plan
- Codifies the policy requirements of the Transportation elements
- Provides the authority for the Design Manual
- Provides the authority for Transportation Management Program Requirements

Bellevue Comprehensive Plan



Code Update Process to Date

- 7 Commission meetings
- Legal review
- SEPA review and DNS issuance
- Outreach (public, developers, business community)
- Public hearing on May 28
- Commission recommendation to Council
- Council study session tonight

Goals of Code Update

- Add new definitions
- Remove conflicts and inconsistencies between codes
- Clarify design requirements
- Strengthen provisions for alternative travel modes
- Improve TMPs

Policy Issues

1. Identifies the Ped/Bike Plan as a basis for improvement requirements.
2. Prohibits multiple access points to a parcel when necessary for safety.
3. Provides that site loading needs shall be met on-site unless otherwise approved.
4. Modifies and enhances Transportation Management Programs.

Bellevue Transportation Demand Management

TDM Policy Goal:

“To reduce the use of single-occupant vehicles and vehicle miles traveled through a coordinated program of regulations, marketing, and provision of alternative travel options.”

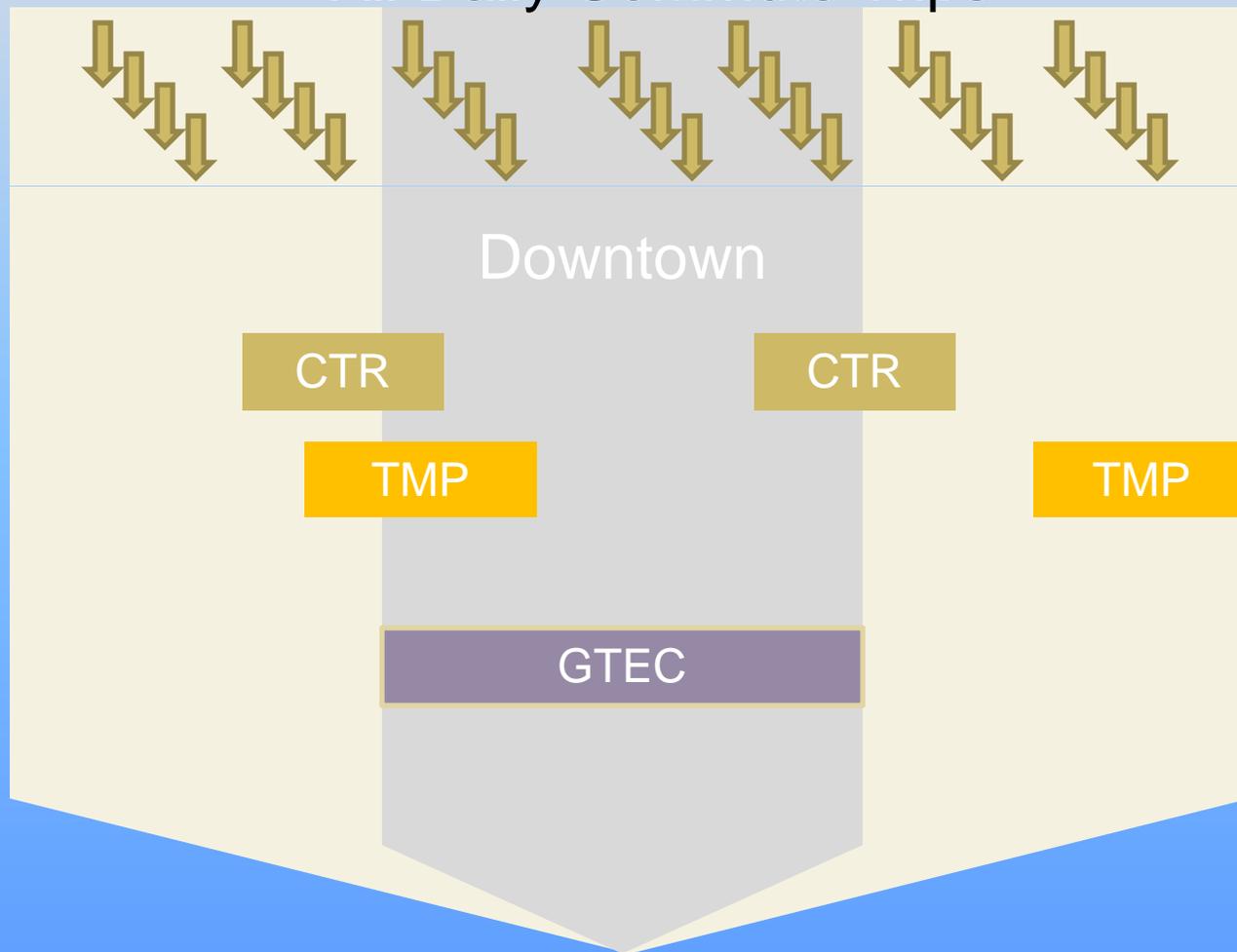
-Bellevue Comprehensive Plan, Transportation Element

Three key program elements:

- *Commute Trip Reduction* – affects large worksites
- *Transportation Management Program* – affects large buildings
- *Growth & Transportation Efficiency Center* – focused on Downtown workers and residents.

Bellevue Transportation Demand Management

All Daily Commute Trips



Three complementary programs

TDM Program Objectives

- *Commute Trip Reduction* – State requirement.
Established in early 1990s. Current focus is achieving a collective 6.7% reduction in drive-alone commute rate over 4-year period ending in 2011 at the 59 worksites in Bellevue.
- *Transportation Management Program* – City requirement.
Affects large developments. Downtown office buildings have 10-year goal to reduce drive-alone commutes by 35% from baseline.
- *Downtown Growth & Transportation Efficiency Center* – voluntary State program.
4-year plan to shift 5,000 daily commuters from drive-alone to other modes by 2011. Engages smaller (5-99 employee) worksites and individual employees, residents.

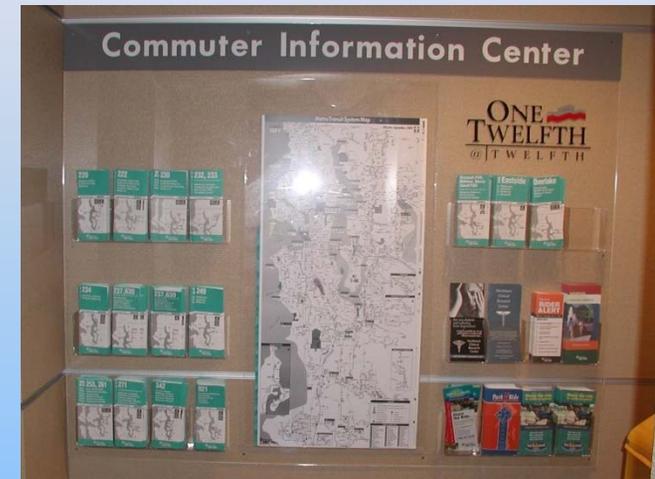
TDM Program Implementation

- *Commute Trip Reduction* – City contracts with King County Metro to engage the 59 worksites in Bellevue.
- *Transportation Management Program* – Most downtown office buildings contract with TransManage (BDA) for services, others – in Downtown and elsewhere – do own implementation.
- *Downtown Growth & Transportation Efficiency Center* – City contracts with TransManage (BDA) for most implementation services. Primary funding from Federal and State sources, passed through King County.

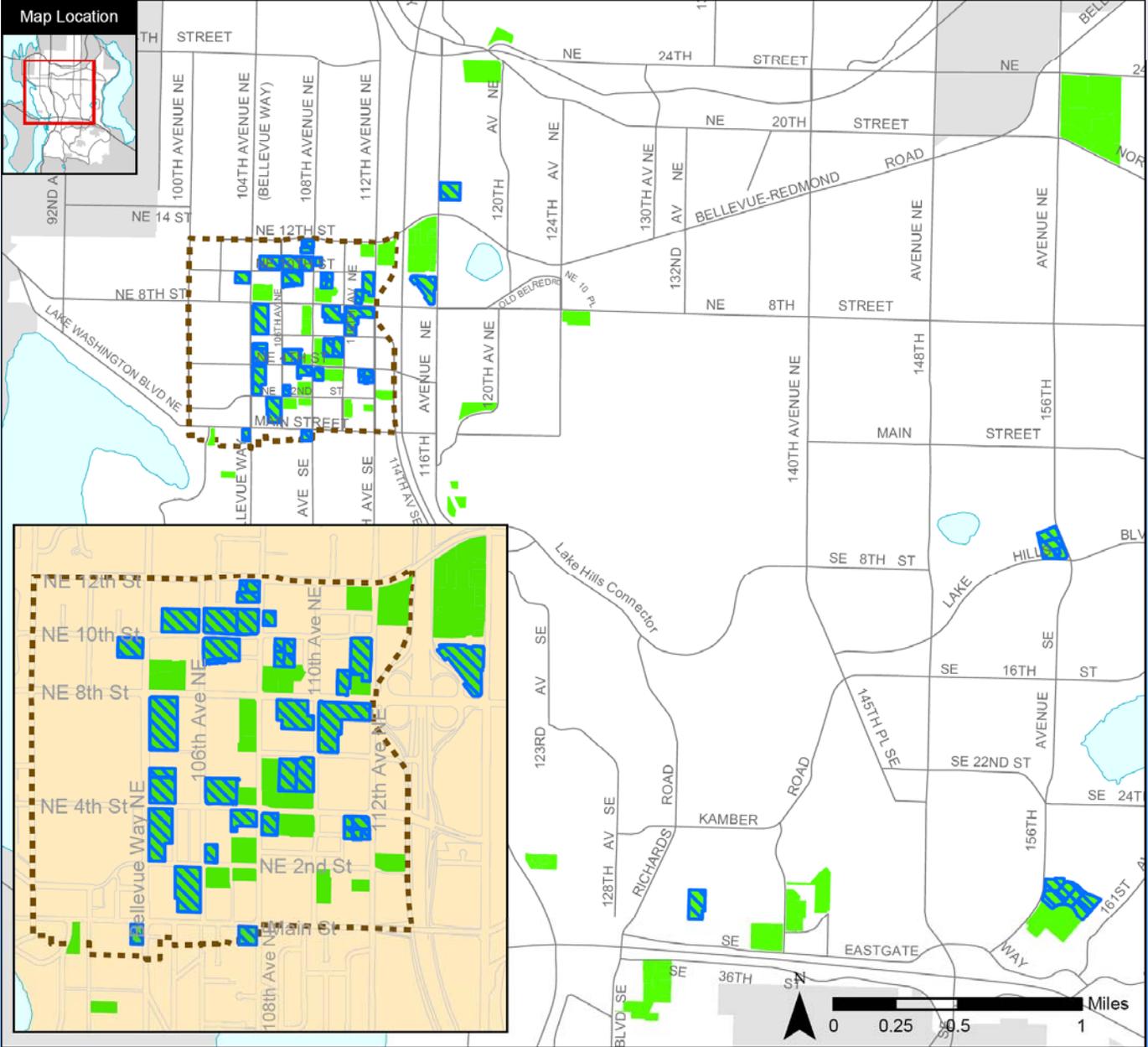
What is a TMP?

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

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



TMP Status



Downtown

- 43 Sites
- 23 Recent*
- 23,000 employees

Citywide

- 64 Total Sites
- 28 Recent*
- 38,000+ employees

Legend

- Downtown Boundary
- TMP-Affected Sites
- Recent*

* Includes developments permitted since 2007 or in review.

Reasons for Proposed TMP Changes

- 65% average compliance (75% for TransManage clients)
- Challenges with current practices:
 - Certain programmatic/performance requirements difficult to implement, achieve, administer, and enforce
 - Limited enforcement options
 - New transportation impacts expected in Bel-Red and Factoria-Eastgate
 - High administrative burden relative to benefit of TMP for residential properties

Proposed TMP Improvements

Code Update – Key Changes

- Current: Additional requirements Downtown
Proposed: Consistent Citywide requirements
- Current: 35 percent reduction over 10 years, no incremental targets
Proposed: Performance goal of 20 percent drive-alone reduction, with specific 2-year targets and a good-faith clause
- Current: Limited enforcement options
Proposed: Adjust programmatic elements based on performance
- Current: Value of TMA membership is not recognized
Proposed: Menu of Options structure values benefits of TMA membership
- Current: \$15/mo. subsidy for each non-drive-alone commuter
Proposed: Financial incentive for each non-drive-alone commuter included in Menu of Options

Proposed TMP Improvements

Menu Of Options

	Building TDM Practice	Points
Base Requirements (all affected development)	1 Post Information	5
	2 Distribute Information	4
	3 Designate Transportation Coordinator	9
	4 Biennial Report	2
Base Requirements (affected Office developments >50K sf only)	5 Line Item Parking Costs	7
	6 Ridematching Service	6
	7 Biennial Survey	2
	8 Performance Goal	9
		<i>Subtotal</i>
Point Options	9 Showers	10
	10 Lockers	7
	11 Bikeshare or Bike Maintenance Program	8
	12 TMA Membership	18
	13 Preferential Carpool/Vanpool Parking	7
		<i>Total</i>

Example:
Large Office bldg
(69 Points Required)

44 Points

+

25 Points

=

69 Points

Benefits of Proposed TMP Changes

- Makes Bellevue TMP implementation consistent with regional and national best practices
- Flexibility for property owners/developers to tailor their programs to site and development conditions
- Flexibility to periodically update a Menu of Options based on effectiveness and innovation
- Performance-based requirements allow City and property owner flexibility to enforce and ensure performance citywide
- Clear means for property owners to demonstrate good-faith effort towards performance goal
- TMA membership is valued
- Intentional overlap of TMP provisions and LEED credits

Staff Recommendation

Update the Code as submitted.

Benefits:

- Consistent and clear development requirements.
- Increased support for alternative travel modes.
- Greater flexibility in TMP implementation and streamlined administration of TMP requirements.

Transportation Commission Recommendation

- Adopt proposed Transportation Development Code amendments
- Revisit TMP incentive concept within a year

Next Steps

With Council direction staff will prepare legislation for adoption of code amendments on October 19.