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
**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:
• Comute 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

Downtown

CTR

CTR

TMP

TMP

GTEC

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

* 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

<table>
<thead>
<tr>
<th>Building TDM Practice</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Post Information</td>
<td>5</td>
</tr>
<tr>
<td>2 Distribute Information</td>
<td>4</td>
</tr>
<tr>
<td>3 Designate Transportation Coordinator</td>
<td>9</td>
</tr>
<tr>
<td>4 Biennial Report</td>
<td>2</td>
</tr>
<tr>
<td>5 Line Item Parking Costs</td>
<td>7</td>
</tr>
<tr>
<td>6 Ridematching Service</td>
<td>6</td>
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<tr>
<td>7 Biennial Survey</td>
<td>2</td>
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<tr>
<td>8 Performance Goal</td>
<td>9</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>44</strong></td>
</tr>
<tr>
<td>9 Showers</td>
<td>10</td>
</tr>
<tr>
<td>10 Lockers</td>
<td>7</td>
</tr>
<tr>
<td>11 Bikeshare or Bike Maintenance Program</td>
<td>8</td>
</tr>
<tr>
<td>12 TMA Membership</td>
<td>18</td>
</tr>
<tr>
<td>13 Preferential Carpool/Vanpool Parking</td>
<td>7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>69</strong></td>
</tr>
</tbody>
</table>

**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.