



# MEMORANDUM

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DATE: July 1, 2009

TO: Transportation Commission

FROM: Michael Ingram, Senior Planner, Transportation Dept.  
425-452-4166, [mingram@bellevuewa.gov](mailto:mingram@bellevuewa.gov)

SUBJECT: 2008 Mode Share Survey

## Purpose

Provide information to Commissioners regarding the key results of the 2008 Mode Share Survey, discuss how the results compare to adopted City targets for non-drive-alone commute trips and implications of the Mode Share Survey information for City TDM programs and future plan development.

## Background

At the July 9 meeting of the Transportation Commission staff will present the outcomes of the 2008 Mode Share Survey project. The Mode Share Survey is an undertaking the City pursues approximately every three years to measure the proportion of commute trips made by various modes into each of the five major employment centers in Bellevue. The objectives of the Mode Share Survey project are to:

- Determine current percentage of commute trips made by various travel modes (drive-alone, transit, vanpool, carpool, walk, bike, telework, and compressed work week);
- Monitor progress in meeting targets for proportion of commute trips by travel modes other than drive-alone specified in the City Comprehensive Plan; and,
- Gather additional information on commute behavior to inform the development of transportation programs, plans and policies.

The 2008 Mode Share Survey project encompassed collection and analysis of data for worksites in the Downtown, Bel-Red/Northup, Crossroads, Eastgate and Factoria Mobility Management Areas (MMAs). Also included was additional data collection and separate analysis of the new Bel-Red MMA 12 and at sixteen buildings in downtown with Transportation Management Plan (TMP) requirements. The data collection and analysis for the Downtown MMA was conducted under the auspices of the State Growth & Transportation Efficiency Center (GTEC) program and occurred earlier than the work in the other areas. Staff provided a briefing on the Downtown GTEC Survey results at the Commission meeting on March 26. At the July 9 meeting, staff will briefly review the downtown results as well as cover key points for the other areas of Bellevue.

The following table shows key results for the 2008 Mode Share Survey and comparison with previous surveys and with targets adopted in the City's Comprehensive Plan:

	Non-Drive-Along Mode Shares			
	2002	2005	2008	2005 Target
<b>Downtown Bellevue</b>	32%	29%	39%	40%
<b>Bel-Red / Northup MMA 4</b>	20%	26%	19%	25%
<b>Crossroads</b>	19%	17%	15%	25%
<b>Eastgate</b>	26%	23%	27%	35%
<b>Factoria</b>	15%	21%	31%	20%
<b>New Bel-Red MMA 12</b>			15%	

The City has for many years encouraged, through policies and programs, travel by transit, rideshare, bike and walk. Primary benefits of shifting a proportion of trips from drive-alone to other modes include reducing traffic congestion and a reduction in adverse environmental impacts associated with single-occupant vehicle travel, among which include carbon emissions associated with climate change. Commute trips are a focus of the City's policy direction and program activities, as they occur regularly (typically five days/week) and often at peak hours, when the transportation system is under the greatest pressure. Also, commute trips are the trip type that has proved most amenable to shifting mode through provision of information and incentives, together with provision of alternatives to drive-alone commuting.

In 2006, the State Legislature adopted the Commute Trip Reduction Efficiency Act, which included an option for jurisdictions to designate areas of dense residential and employment as Growth and Transportation Efficiency Centers (GTECs). In March 2008, Council adopted the City's four-year "*Connect Downtown*" GTEC plan. The goal of the City's GTEC plan is to shift 5,000 commuters from drive-alone to non-drive-alone travel modes by 2011. For the biennium ending June 30, 2009, the state provided \$300,000 for GTEC plan implementation. Although state funding will not be provided for GTEC implementation in the 2009-2011 biennium, indications are that the state intends to continue technical support for GTECs. (City staff have identified funding to continue GTEC activities for the next year and are working on funding options for the later part of 2010 and beyond.)

### **Next steps**

The information from the Mode Share Survey will inform the future development and ongoing implementation of TDM programs and communication in downtown and throughout the city. It will also frame the development of future TDM plans and targets. One initiative that staff are now preparing to undertake is development of a Citywide TDM plan; the agenda for the July 9 meeting includes a briefing on this new initiative, the goals of which include identifying updated mode share target levels to replace the current levels shown in the Comprehensive Plan.