

**City of
Bellevue**



Transportation Commission Study Session

DATE: June 13, 2024

TO: Chair Stash and Members of the Transportation Commission

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SUBJECT: 2024-2033 Bellevue Transportation Demand Management Plan Update

DIRECTION REQUESTED

☒ **Action**

☐ Discussion/Direction

☐ Information

At the June 13 Transportation Commission study session, staff will present the final 2024-2033 Bellevue Transportation Demand Management (TDM) Plan, a document intended to guide the city's TDM efforts for the next decade and will seek Commission endorsement. In addition to the endorsement request, staff will also provide a reminder overview of the definition and purpose of the plan and the TDM Program (Bellevue TDM), previous related Commission presentation topics, the plan's public input process, the May 23, 2024 Commission study session input, and next steps.

BACKGROUND AND INFORMATION

Definition and Purpose

As shared at the May 23 Commission study session, TDM involves activities that encourage people to choose, and facilitate their choice to use, transportation modes other than driving alone, such as transit, carpool, vanpool, walking, biking and telework. Through TDM, the city can relieve pressure on roadways and achieve greater efficiency in the transportation system. In Bellevue, as with other jurisdictions in this area, TDM is conducted through a combination of regulation and encouragement.

The 2015-2023 Bellevue TDM Plan has reached the end of its intended plan period and is being updated for the next ten-year period of 2024 through 2033. The Bellevue TDM Plan is not a policy plan and is not adopted by Council. It is an administrative document that guides the TDM program in keeping with Comprehensive Plan goals, policies and targets related to TDM.

Commission Discussion

On May 11, 2023, staff presented an overview of Bellevue TDM, the existing 2015-2023 Bellevue TDM Plan, and the in-process update for 2024-2033. The presentation also described the TDM Plan's relationship to the Comprehensive Plan, including commute trip mode share targets. On June 8, 2023,

staff presented the background chapters of the 2024-2033 TDM Plan Update for discussion. For the December 7, 2023 Commission meeting, staff transmitted a memo for information purposes with a reminder of previous Commission discussion regarding the plan and inclusion of the steps staff would pursue in the coming months in preparation for the next study session. On May 23, 2024, staff presented the public input process and comments received to date from the general public and key employer and property manager stakeholders across Bellevue. Staff presented the plan's vision statement, goals, drive-alone targets, performance measures and implementation strategies (updated based on input provided by the general public and stakeholders). Additionally at the May 23 Commission study session, staff presented their responses to the Commission's questions and comments from the June 8, 2023 Commission study session.

PUBLIC INPUT PROCESS

The draft plan was posted for public review and input, via the Engaging Bellevue online open house, from March 1 through May 15, 2024. Bellevue TDM staff presented the plan to the Bellevue Downtown Association (BDA) Focus Group on TDM and the Bellevue Chamber of Commerce Transportation Committee. Public and stakeholder input was shared with King County Metro and Sound Transit staff, who also collaborate regularly with Bellevue TDM, to obtain feedback on how to best integrate input into the plan update and Bellevue TDM program. In response to public and stakeholder input, TDM staff adjusted the plan's strategies and Bellevue TDM where appropriate. The final plan, attached to this memo, includes those modified strategies.

RESPONSE TO MAY 23, 2024 COMMISSION STUDY SESSION INPUT

Responses to Commission input are included below in the Appendix. The recommendations made by the Commission will be considered and will be incorporated into the implementation of Bellevue TDM where feasible.

NEXT STEPS

After the June 13 Commission study session, staff will transmit the final plan to City Council for information purposes in the form of a Management Brief. Staff anticipate obtaining and incorporating additional U.S. Census AASHTO Census Transportation Solutions (formerly Census Transportation Planning Products) 2017-2021 datapoints for downtown worker mode share when they are available. These data points will complete the picture regarding results of the 2015-2023 TDM Plan.

ATTACHMENTS

1. 2024-2033 Bellevue TDM Plan update (will be emailed to the Commission separately on Friday, 6/7)

APPENDIX

Commission Input from the 5/23/2024 Study Session

COMMISSION QUESTION:

- Can you break up tech/IT and hospitality in terms of industry classifications to be able to identify what their unique needs are?
 - ANSWER:
 - Puget Sound Reginal Council (PSRC) categorizes business sectors into eight categories, based on North American Industry Classification System classifications: Construction/Resources, Manufacturing, Service & Accommodation, Government, Finance & Real Estate, Retail, Wholesale Trade, Transportation, & Utilities, and Public Education.
 - The way PSRC categorizes business sector data results involves the combining of IT within the Service & Accommodation category. We cannot break up these classifications.
- Do you work with school districts to obtain more buses and to get them to cover more territory?
 - ANSWER: This is not part of the Bellevue TDM program School Pool scope of work and therefore is not currently done.

COMMISSION RECOMMENDATIONS:

- Work with Bellevue Downtown Association (BDA) on Friday and Monday activations to incentivize employees to come to work on non-peak working days.
- Encourage employers, as part of a parking management strategy, to disincentivize parking at worksites on peak working days (Tuesday through Thursday).
- Encourage parking managers to reduce or remove early-bird parking rates because these lower rates encourage commuters to drive to work during the peak AM period.
- The City should consider pursuing e-bike and e-scooter share programs in Bellevue.
 - Paula Stevens: This possibility will be brought up to the Transportation Commission for consideration in 2025. [Answered at the May 23 Commission meeting.]
- The City should try to obtain funding for and work with companies to set up more micro-transit options in Bellevue.

- Obtain American Community Survey (ACS) and Commute Trip Reduction (CTR) survey data on what percentage of workers are back at work now versus pre-pandemic. This will better inform Bellevue TDM and employer/property manager TDM strategies.
- How Bellevue TDM categorizes employment type may have to change beyond how we currently categorize (i.e., size). This change would allow Bellevue TDM to provide more targeted and relevant sustainable commute offerings based on a more informative employment type categorization schema (i.e., retail, hospitality, and health sector as a category or categories).
 - [The above recommendation includes reference to the following, which is one of the ways that Bellevue TDM collects employment type information:]
 - “Employment is [also] reported by business size. Workplace sizes are categorized as 1-4 employees, 5-19 employees, 20-49 employees, 50-99 employees, and 100+ employees. These data points help refine Bellevue TDM’s approaches, as effective strategies in areas with many large employers will differ from an PMA with fewer large employers and therefore more dispersed employment.”