

0146-ORD  
03/19/98

# ORIGINAL

## CITY OF BELLEVUE, WASHINGTON

### ORDINANCE NO. 5058

AN ORDINANCE relating to the Comprehensive Plan of the City of Bellevue, as required and adopted pursuant to the Growth Management Act of 1990, as amended, (chapter 36.70A RCW); adopting certain Phase II 1997 amendments to the Comprehensive Plan; amending the Transportation Element of the Comprehensive Plan by: adopting targets for transit service; modifying certain Transit policies; adding new Transit policies; and adopting new Figures TR.11 and TR.12 incorporating the Bellevue Transit Planning Study 10-year Vision and the RTA Implementation Guide respectively and; establishing an effective date.

WHEREAS, the Planning Commission held study sessions on October 1, November 19, and December 3, 1997 and held a public hearing on November 19, 1997 with regard to proposed modifications to the Transportation Element of the Comprehensive Plan and thereafter made certain recommendations to the City Council with regard thereto; and

WHEREAS, the City Council desires to adopt such Phase II Transportation Element amendments to the Comprehensive Plan as recommended by the Planning Commission, as part of the City's 1997 amendments to the Comprehensive Plan; and

WHEREAS, the City Council has considered this amendment and other Phase II amendments concurrently with the other 1997 amendments to the Comprehensive Plan adopted by Ordinance Nos. 5025 through 5029 inclusive; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act and the City Environmental Procedures Code; now, therefore,

**THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:**

Section 1. The Transportation Element of the Comprehensive Plan is amended by: adopting targets for transit service in Table TR.1 Area Mobility Targets; modifying certain Transit policies; adding new Transit policies; and adopting new Figures TR.11 and TR.12 incorporating the Bellevue Transit Planning Study 10-year Vision and the RTA Implementation Guide respectively, all to read as set forth in that certain amended Transportation Element, a copy of which is attached hereto as Attachment A, which is hereby incorporated by reference as if fully set forth herein.

Section 2. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

0146-ORD  
03/19/98

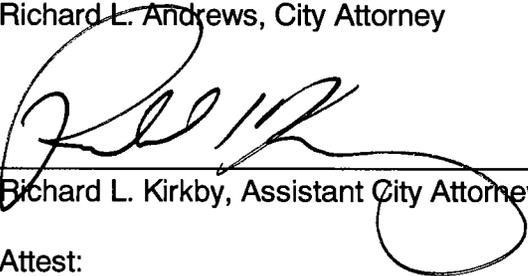
PASSED by the City Council this 23rd day of March, 1998, and signed  
in authentication of its passage this 23rd day of March,  
1998.

(SEAL)

  
\_\_\_\_\_  
Mike Creighton, Mayor

Approved as to form:

Richard L. Andrews, City Attorney

  
\_\_\_\_\_  
Richard L. Kirkby, Assistant City Attorney

Attest:

  
\_\_\_\_\_  
Myrna L. Basich, City Clerk

Published March 27, 1998





## Transit Service Targets - adopted 1998

Targets based on qualitative descriptions (am peak, midday, pm peak, evening, weekend)

### AREA - MMA

#### 3 - Downtown

##### Local Neighborhood Services

Establish shuttle service to meet local circulation needs.

##### Local Urban Services

Two-way service to Overlake (15/30/15/60/60)

Two-way service to Crossroads (15/15/15/60/60)

Two-way service to Eastgate (15/15/15/60/60)

##### Eastside Inter-Community Services

Two-way service to Totem Lake (30/60/30/-/-)

Two-way service to Downtown Kirkland (30/60/30/-/-)

Two-way service to Bothell (30/60/30/-/-)

Two-way service to Issaquah (30/60/30/-/-)

Two-way service to Renton/Boeing (30/60/30/-/-)

Two-way service to Downtown Redmond (30/60/30/60/60)

Two-way service to Sammamish Plateau (60/-/60/-/-)

##### Regional Services

Express service to Downtown Seattle (15/30/15/-/-)

Express service to North Seattle (30/-/30/-/-)

Express service to Snohomish County (30/-/30/-/-)

Express service to Pierce County (30/-/30/-/-)

All-day service to Downtown Seattle (15/15/15/30/60)

##### Capital Facilities

Expand Bellevue Transit Center

### MIXED COMMERCIAL/RESIDENTIAL AREAS - MMA

#### 4 - Bel-Red/Northup

##### Local Urban Services

Two-way service to Crossroads (15/30/15/60/60)

Two-way service to Downtown (15/30/15/60/60)

#### 5 - Crossroads

##### Local Neighborhood Services

New flexible service to serve Crossroads Hub to allow convenient transfers to other transit services

##### Local Urban Services

Two-way service to Eastgate (30/30/30/60/60)

Two-way service to Overlake (30/30/30/60/60)

Two-way service to Downtown (15/30/15/60/60)

##### Capital Facilities

Address over-capacity issues at the Crossroads Hub

#### 10 - Eastgate

##### Local Neighborhood Services

New shuttle service to meet local circulation needs.

##### Local Urban Services

Two-way service to Crossroads (15/30/15/60/60)

Two-way service to Downtown (15/30/15/60/60)

##### Eastside Inter-Community Services

Two-way service to Issaquah (30/60/30/-/-)

Two-way service to Renton/Boeing (30/60/30/-/-)

Two-way service to Overlake(30/60/30/-/-)

Two-way service to Sammamish Plateau (30/60/30/-/60)

##### Regional Services

Express service to Downtown Seattle (15/30/15/-/-)

##### Capital Facilities

Address over-capacity parking at the Eastgate Hub

**RESIDENTIAL GROUP 1 - MMA**

1 - N. Bellevue	<p><b>Local Urban Services</b> Two-way service to Downtown along Bellevue Way (15/30/15/-/60)</p>
7 - S. Bellevue	<p><b>Local Urban Services</b> Two-way service to Downtown along Bellevue Way (15/30/15/-/60) <b>Regional Services</b> Express service to Downtown Seattle (15/30/15/-/-) <b>Capital Facilities</b> <i>Address over-capacity parking at the South Bellevue Park and Ride lot.</i></p>
8 - Richards Valley	<p><b>Local Neighborhood Services</b> Establish shuttle service to provide access to transit hub. <i>Two-way service between Downtown Bellevue and the Eastgate Hub (15/30/15/30/60)</i></p>
9 - E. Bellevue	<p><b>Local Neighborhood Services</b> Establish shuttle service to meet local circulation needs <b>Local Urban Services</b> Two-way service between Eastgate and Crossroads (15/30/15/-/60) <b>Eastside Inter-Community Services</b> Two-way service between Overlake and Eastgate (15/30/15/-/60)</p>

**RESIDENTIAL GROUP 2 - MMA**

2 - Bridle Trails	<p><b>Local Neighborhood Services</b> Establish shuttle service to provide access to transit hub.</p>
3 - NE Bellevue	<p><b>Local Neighborhood Services</b> Establish shuttle service to provide access to transit hub.</p>
11 - Newcastle	<p><b>Local Neighborhood Services</b> Establish shuttle service to provide access to transit hub. <i>Re-evaluate the demand for service and other transit alternatives along Lakemont Boulevard from I-90 to Forest Dr. no later than the completion of Lakemont Boulevard.</i></p>
14 - Newport	<p><b>Local Neighborhood Services</b> Establish shuttle service to provide access to transit hub. <b>Local Urban Services</b> Two-way service to Factoria (30/30/30/-/60) <b>Regional Services</b> Peak period service to Downtown Seattle (15/-/15/-/-) <b>Capital Facilities</b> Build new transfer facility in Coal Creek Area</p>

# Transportation Element

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**Goal: To maintain mobility for residents  
and businesses through a balanced system  
of transportation alternatives that:**

**Reduce auto dependency,  
Support the City's land use vision, and  
Protect neighborhoods from  
transportation impacts.**

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## *OVERVIEW*

Success in carrying out this plan will produce the following positive outcomes:

■ **Desired Land Use:** achievement of the City's land use vision, through a transportation system that supports the land use vision, and

in turn, a land use pattern that reduces auto-dependency;

■ **Reduced Use of the Single-occupant Vehicle:** a shift in behavior away from excessive reliance on the single-occupant

vehicle, through effective transportation demand management;

- **Viable Travel Options:** an excellent transportation system, that provides an array of travel choices for transit, pedestrians, bicycles and ridesharing, while continuing to provide adequate mobility for the private auto;

Alternatively, the City can design less for single-occupant vehicles and more for alternative travel options, like transit, ridesharing, walking, and bicycling. This would mean less pavement, more sidewalks, bikeways, bus stops, and park and ride lots, perhaps more trees. It would require new development to be more accessible, with design features that are friendly to the users of transit and ridesharing, pedestrians, and bicyclists. It would also require a shift in behavior toward less reliance on single-occupant cars.

This plan takes the latter path. The auto-dominated policies of the 1970s will not work in the 1990s. It is neither possible nor desirable to build enough roadway improvements to keep pace with ever-accelerating demand for travel in single-occupant vehicles. Rather, the Plan focuses on reducing auto-dependency by providing viable travel choices. Transit, ridesharing, walking, and bicycling receive strong emphasis, with focus on a fully multi-modal travel system. To make these alternative mobility options more viable, the Plan strengthens the linkage between planning for transportation and land use.

- **Adequate and Fair Financing:** a balanced funding structure that meets needs for multiple travel modes and allocates costs fairly among users;
- **Protection of the Environment and Quality of Life:** a healthier environment than would occur without this plan, through creation of better travel options and lessened reliance on single-occupant vehicles; and
- **Effective Interjurisdictional Coordination:** ongoing and cooperative solutions to problems that cross jurisdictional boundaries.

Bellevue has choices in responding to travel demand. The City can pour ever-more dollars into wider roads, in an effort to maximize the convenience and speed of travel in single-occupant vehicles. In this event the City will become increasingly auto-dependent, its physical appearance dominated by roadways and parking, with noise walls and other "street hardening" projects demanded by neighborhoods to protect them from increasing traffic noise and glare.

Further, the Plan recognizes the importance of coordinated and strong interjurisdictional action, because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, interjurisdictional coordination is absolutely necessary if the region is to achieve the shared land use and transportation vision depicted in the regional plan Vision 2020, and the Countywide Planning Policies for King County.

*Cross-reference: The Transportation Element of the Comprehensive Plan provides the overall policy vision for Bellevue's transportation system. Additional policy and programmatic guidance is found in a series of more detailed documents, including:*

- *Capital Investment Program Plan*
- *Transportation Facilities Plan*

- *Pedestrian and Bicycle Plan*
- *Transit Plan (due 1994)*
- *Eastside Transportation Program*
- *East Bellevue Transportation Plan*
- *CBD Transportation Plan*
- *Bel-Red/Overlake Transportation Plan*
- *Bridle Trails, Bel-Red, and Crossroads Transportation Facility Plan*
- *Newcastle Transportation Facility Plan*

The area transportation facility plans are found in Volume 2 of the Comprehensive Plan. The reader should refer to these plans for additional guidance as needed. ♦

## Transportation and Land Use

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**GOAL:** To support the land use vision of the *Comprehensive Plan*, while reducing use of single-occupant vehicles, making trips shorter, and reducing the need to travel.

This plan strengthens the integration of land use and transportation planning. It emphasizes that the transportation system should support the City's land use vision, as expressed in the *Comprehensive Plan* Land Use Element and Map. The City vision is consistent with regional land use policies that seek to focus growth within the urbanized area.

Further, the Plan promotes land development patterns that are less auto-dependent and that better support travel options. For a given amount of development, higher residential and employment densities and mixed uses generate fewer auto trips than low density, single-use development. Both the large-scale pattern of new development and smaller-scale site design should support this plan's goal of reducing auto dependency, by promoting fewer and shorter vehicular trips, many of which may occur through transit, ridesharing, bicycling, or walking.

### INTERJURISDICTIONAL IMPLICATIONS

The City's land use policy is to manage growth by guiding new development into the urbanized area and into Urban Centers. This plan clarifies that the transportation system shall support this regional growth pattern.

*Cross-reference: See Policy TR-35, regarding the concurrency management system designed to ensure that new development does not outpace the City's ability to provide transportation services. See **Regional Transit**, for land use policies supporting high capacity transit.*

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## POLICIES

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**POLICY TR-1.** Integrate land use and transportation decisions to ensure that the transportation system supports the community land use vision.

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**POLICY TR-2.** Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the area with existing infrastructure capacity.

**POLICY TR-3.** Ensure that the Bellevue Downtown, a designated Urban Center, includes the following:

- Intensity/density of land uses sufficient to support rapid transit,
- Mixed uses for both day and night activities,
- Pedestrian emphasis, and
- Alternatives to single-occupant vehicles.

**POLICY TR-4.** Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.

**POLICY TR-5.** Establish arterial level of service standards and other mobility targets in each area of the City in light of area-by-area development patterns and growth management objectives.

**POLICY TR-6.** Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.

**POLICY TR-7.** Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:

- Orient the major building entries to the street and closer to transit stops;
- Avoid large surface parking areas between the building frontage and the street;
- Provide pedestrian pathways that minimize distances to activities and to transit stops;
- Where feasible, cluster major buildings within developments to improve pedestrian and transit access;
- Provide weather protection in key areas, such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
- Design for pedestrian safety, including adequate lighting and paved, hazard-free surfaces;
- Provide bicycle connections and secure storage convenient to major transit facilities;
- Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
- Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
- Encourage the availability of restrooms for public use. ♦

## Transportation Demand Management

**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.**

Through transportation demand management (TDM), the City aims to shift behavior away from excessive reliance on the single-occupant vehicle, by reducing the number of trips and vehicle-miles traveled. This helps to manage congestion, reduces spending on new transportation facilities, and lessens the environmental and neighborhood impacts of unrestrained growth in vehicle trips.

The City's demand management policies address three key components, to be used in combination:

- **Regulations to influence travel behavior.** Regulations for new development address site design features that reduce auto dependency. Regulations for large employers focus on worksite actions, consistent with the Commute Trip Reduction Act;
- **Marketing.** These efforts inform people about travel choices and promote changes in travel behavior; and
- **Improvements in services and facilities.** Examples are provision of high-occupancy vehicle lanes and improved transit service, actions which often require the participation of other jurisdictions.

### INTERJURISDICTIONAL IMPLICATIONS

Regional coordination helps to enhance the effectiveness and equity of TDM actions. This plan calls for the City to coordinate with other Eastside jurisdictions in developing and implementing compatible TDM regulations.

*Cross-reference: Also see **Mobility Management**, for additional guidance on transit and ridesharing facilities and service, and goals for percentage share of commuter trips.*

## **POLICIES**

**POLICY TR-8.** Coordinate with other Eastside jurisdictions, the private sector, and the transit provider to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors:

- Parking;
- Services to increase high-occupancy vehicle use;
- Demand management program elements, including incentives; and
- Reporting, monitoring, and performance evaluation standards.

**POLICY TR-9.** Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the City's goals for reducing use of single-occupant vehicles.

**POLICY TR-10.** Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage single-occupant vehicles, such as:

- Establish methods to charge for parking single-occupant vehicles;
- Impose a parking tax, through state enabling legislation; and
- Provide tax incentives and other credits to employers that eliminate employee parking subsidies.

**POLICY TR-11.** Encourage employers to permit employees to work part-time or full-time at home, to reduce commute trips.

**POLICY TR-12.** Continue to ensure that the City as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.

**POLICY TR-13.** Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:

- Preferential parking for carpools and vanpools;
- Special loading and unloading facilities for carpools and vanpools;
- Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal pre-emption and queue-jump lanes; and
- Bicycle parking and related facilities.

*Cross-reference: See Policy TR-7, concerning transit-supportive and pedestrian-friendly site design features. Also see Urban Design Element Policies UD-36 through 38, concerning sidewalks and trails.*

**POLICY TR-14.** Encourage major employment facilities to have child-care opportunities on-site or nearby.

**POLICY TR-15.** Reduce individual vehicle trips from nearby uses by encouraging private development to undertake agreements on the joint use and funding of shared parking facilities, with provision for pedestrian linkages.

**POLICY TR-16.** Promote increased citizen awareness of travel alternatives available for mid-day as well as commute trips.

**POLICY TR-17.** Support establishment of federal and state gasoline taxes at levels which provide a disincentive for use of single-occupant vehicles, and use the proceeds to fund increased transit and other travel alternatives.

**POLICY TR-18.** Support federal tax policies which promote transit and ridesharing. ♦

## Mobility Management

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**GOAL 1: To provide multiple travel options, for transit, pedestrians, bicycles, and ridesharing, as well as the private auto.**

**GOAL 2: To ensure that all members of the community, including those with transportation disadvantages, have viable travel options.**

The City's primary modes of transportation include private cars, carpools and vanpools, transit, walking, and bicycling. The City must provide services and facilities to support all modes, balancing resources to ensure that all are viable and provide reasonable travel choices. This maximizes the

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people-carrying capacity of the system and encourages use of alternatives to the single-occupant vehicle. Further, it helps to ensure that all members of the community are mobile, and have access to community services and facilities. This includes those that do not have the income to maintain an auto or have a physical disability that prevents them from driving.

Specific needs for autos, transit, and other modes vary for different areas of the City based on each area's land use, street pattern, and other characteristics. The City tailors the standards for transportation modes to reflect each area's needs, while recognizing citywide requirements.

### INTERJURISDICTIONAL IMPLICATIONS

This plan recognizes that transportation impacts do not stop at City borders, and calls for effective interjurisdictional actions to address cross-border issues and mitigation of impacts from new development. The Plan also recognizes that other jurisdictions, particularly the federal and state governments and the regional transit provider, are responsible for a major share of transportation facilities serving the City.

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### POLICIES

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**POLICY TR-19.** Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, whose boundaries reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.

**POLICY TR-20.** Implement the level of service standards and other mobility targets for major transportation modes within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.

**POLICY TR-21.** Coordinate improvements and operations among travel modes, providing connections between modes.

**POLICY TR-22.** Incorporate pedestrian and bicycling improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

**POLICY TR-23.** Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the City, promoting both internal access and linkages with the rest of the City.

**POLICY TR-24.** Incorporate the special needs of disabled persons in designing, implementing, and maintaining pedestrian improvements and other transportation facilities and in delivering transportation services.

**POLICY TR-25.** Follow guidance provided in the City's long-range transportation plans and subarea

plans to identify, prioritize, and implement transportation system improvements.

**POLICY TR-26.** Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

**POLICY TR-27.** Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020 and the Countywide Planning policies for King County.

**POLICY TR-28.** Work with the other Eastside Transportation Plan (ETP) participants to implement the Eastside Transportation Program, and continue regular and ongoing transportation planning and refinement of ETP in coordination with the other participants.

**POLICY TR-29.** Inform, consult with, and otherwise involve other affected jurisdictions in the City's transportation planning efforts.

**POLICY TR-30.** Develop and implement strong interjurisdictional agreements for cooperative solutions to land use and transportation problems that cross the City border.

**POLICY TR-31.** Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.

**POLICY TR-32.** Require development within Bellevue to include mitigation actions for significant impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation actions for significant impacts on Bellevue.

## Roadway Network

The private auto remains the most common mode of travel in this country. For the foreseeable future, the private auto will continue to carry the majority of trips within Bellevue, and the City will need to accommodate reasonable capacity to serve travel demand and to

prevent cut-through trips from impacting residential neighborhoods. An improved roadway network is one element of the balanced transportation system needed.

There are limits, however, to accommodating the private auto. It is neither possible nor desirable to build or widen roadways enough to restore the relatively free-flowing conditions that existed one or two decades ago. In the past, for example, the City attempted to avoid congestion during the peak hour at each and every intersection. A better approach is to measure levels of traffic congestion on an area-wide basis, recognizing that drivers have choices of alternative routes within an area and tolerating congestion at some intersections as long as the overall system functions adequately.

While the primary focus of this section is the private auto and the roadway network it requires, the street system must also support transit and ridesharing vehicles. Separate sections below focus on these modes.

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## POLICIES

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**POLICY TR-33.** Evaluate the adequacy of the arterial street system by calculating the level of service of those intersections within each Mobility Management Area that contribute to system function.

**POLICY TR-34.** Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:

1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the City under the following conditions:

- In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and
- Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve.

2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic.

*Cross-reference: See Table TR.1 for adopted standards.*

**POLICY TR-35.** Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.

**POLICY TR-36.** Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.

**POLICY TR-37.** Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility for residents and businesses. Improve the network consistent with long-range plans to support the Land Use Element of the *Comprehensive Plan*, to meet the adopted area mobility targets, and to maintain safety.

**POLICY TR-38.** Work with state agencies to ensure adequate access and capacity on state facilities.

**POLICY TR-39.** Classify City streets according to

their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.

*Discussion: A principal arterial street provides an efficient direct route for long-distance auto travel within the region and also to different parts of the state. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as principal arterials. Traffic on principal arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic.*

*A minor arterial provides connections between the principal arterial and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets.*

*A collector arterial is a two or three-lane street which collects (or distributes) traffic within a neighborhood and provides the connection to a minor or principal arterial. Collectors serve neighborhood traffic, and also provide access to abutting land uses. They do not carry much through traffic, and are designated to be compatible with residential neighborhoods and local commercial areas.*

*A local street provides access to abutting land uses, and serves to carry local traffic to the collector arterials. This classification includes both local and neighborhood collector streets as described in the City's Development Standards.*

**POLICY TR-40.** Expand arterial capacities through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.

**POLICY TR-41.** Provide arterial right-of-way with sufficient width to limit air and noise pollution on adjoining properties, to permit landscaping, and to accommodate non-vehicular circulation.

**POLICY TR-42.** Design arterials and streets to fit the character of the areas through which they pass.

**POLICY TR-43.** Enhance pedestrian and vehicular safety by minimizing curb cuts on all arterials.

**POLICY TR-44.** Minimize visual distractions to drivers, extraneous objects, and excessive clutter

in circulation corridors.

**POLICY TR-45.** Minimize the amount of through-traffic on local streets in residential areas.

**POLICY TR-46.** Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520 that would adversely affect an adjacent residential neighborhood.

## Transit

Bellevue's Comprehensive Plan emphasizes reducing auto dependency through creation of viable travel options. Travel options should include a strong transit system which focuses on serving local resident, employee and business needs. In order to provide a transit system that is responsive to the needs of the community, this requires a close working partnership between the City and the local and regional transit providers.

In January 1995, Bellevue completed its Transit Plan which includes a set of recommendations regarding future transit service as well as capital support for these services. The recommendations are based on a 10-Year Vision of service improvements (see Figure TR-11). The Transit Vision calls for a hierarchy of transit services that is focused on three major elements - Neighborhood Service, Local Urban Service, and Inter-Community/Regional Service. To allow convenient transfers between these services, a network of transit hubs has been identified at key locations within Bellevue. These hubs, located in the vicinity of activity areas such as retail centers, will provide opportunities for transferring between the various types of transit services.

In December 1995, King County adopted the Six-Year Transit Development Plan. The City worked with King County to develop this plan which defines King County's public transportation development for 1996 through 2001. The City is working closely

with King County to successfully implement the plan and maintain consistency with Bellevue's Transit Plan.

In November 1996, voters within areas of King, Pierce and Snohomish Counties approved funding for a Regional Transit System including light rail, commuter rail, and regional express bus services. Vision 2020, the Puget Sound regional transportation plan, and the County Wide Planning Policies for King County both call for a high capacity transit system linking Urban Centers and supported by other travel modes.

For the regional transit system to be successful, this will require unprecedented levels of cooperation to plan, fund, and build the system. Bellevue will participate in regional system planning efforts, and with other local jurisdictions, will work to create an environment that successfully integrates the system into the community and promotes system usage.

Vision 2020, the Puget Sound regional transportation plan, and the Countywide Planning Policies for King County both call for a regional transit system linking Urban Centers and supported by other travel modes. While such a project will take years to construct, successful implementation of a regional transit system will require an array of City efforts in the coming decades. Priorities include City participation in detailed system design, preservation of right-of-way, and station area planning, along with other needs to be identified as the system progresses.

## POLICIES

**POLICY TR-47.** Work with the transit providers to implement Bellevue's transit vision (see Figure TR-11). Plan to make transit an attractive travel option for local residents, employees, businesses and users of regional facilities.

**POLICY TR-48.** Work with the transit providers to establish a hierarchy of transit services focused on three major elements:

- Neighborhood Services
- Local Urban Service
- Inter-Community and Regional Services

**POLICY TR-49.** Work with the transit providers to establish transit hubs at activity areas in the City. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue. Work with the City of Redmond to establish a transit hub at Overlake.

**POLICY TR-50.** Work with the transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.

**POLICY TR-51.** Participate actively in the development of regional transit facilities and services to ensure incorporation of the City's transit needs in regional system planning. Such active participation should serve to secure an equitable share of regional facilities and services.

**POLICY TR-52.** Support completion of the regional HOV system. Identify opportunities for access improvements to regional HOV facilities as new plans are developed.

**POLICY TR-53.** Work with the transit providers to create, maintain, and enhance a system of supportive facilities and systems such as transit centers, passenger shelters, park and ride lots, bus queue by-pass lanes, bus signal priorities, pedestrian and bicycle facilities, pricing, and incentive programs.

**POLICY 53-a.** Work with private developers and the transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, commercial office, and other types of development.

**POLICY 53-b.** Develop partnerships with the

transit providers to implement projects identified in the Transit Neighborhood Links Study to provide better access to transit service.

## Pedestrian System

Pedestrian facilities are a vital part of the City's transportation system. A safe and continuous sidewalk and trail network should link key activity areas and make walking an attractive option. For some users, including children and other non-drivers, walking is the most important travel mode. As sites are designed to be more pedestrian-friendly and as the City provides better pedestrian linkages, the pedestrian system will likely handle an increasing share of trips from other users. Further, the pedestrian system is essential to other travel modes, especially transit. Virtually all transit trips begin and end as pedestrian trips on the public right-of-way.

A fully functioning pedestrian system will require dedicated funding for construction of the needed improvements identified in the Pedestrian and Bicycle Transportation Plan, and adequate and regular maintenance of pedestrian facilities.

## Bicycle System

The bicycle system is a key component needed to provide mobility choices for Bellevue citizens, and bicycle facilities should be fully integrated into the City's transportation priorities. Surveys show that more people would use this travel mode if bicycle facilities were made safer and more convenient. Of special importance is safe access to schools and parks. Improved bicycle access to bus routes and park-and-ride lots will increase the attractiveness of transit, especially for commute trips.

The Pedestrian and Bicycle Plan outlines a connected, safety-oriented system of needed bicycle facilities. This plan will be used in programming capital projects, conditioning developments, and encouraging other agencies to integrate bicycle improvements and linkages into Bellevue projects.

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## POLICIES

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### Pedestrian and Bicycle System

**POLICY TR-54.** Promote and facilitate the effective use of nonmotorized transportation.

**POLICY TR-55.** Consider pedestrians and bicycles to the same extent as other travel modes in all aspects of developing the transportation system.

**POLICY TR-56.** Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safety-oriented and connective nonmotorized transportation system.

**POLICY TR-57.** Assign high priority to pedestrian and bicycle projects that serve the following objectives:

- Address safety or hazardous conditions,
- Provide access to activity centers,
- Provide linkages to the transit and school bus systems, and
- Complete planned pedestrian or bicycle facilities or trails.

Minimal energy paths, the route between two given points requiring the least amount of energy for a bi-

cyclist or pedestrian to traverse, shall be recognized and developed.

**POLICY TR-58.** Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.

**POLICY TR-59.** Provide adequate, predictable, and dedicated funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.

**POLICY TR-60.** Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.

**POLICY TR-61.** Develop standards for sidewalk maintenance, construction and repair, and set up

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programs for each to encourage, or require when appropriate, participation by the abutting property owner. A program for each shall be reviewed and approved by the City Council prior to its implementation.

**POLICY TR-62.** Secure sidewalk and trail improvements consistent with the Pedestrian and Bicycle Plan through the development review process,

where a development impact is identified.

**POLICY TR-63.** Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.

**POLICY TR-64.** Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.

**POLICY TR-65.** Develop an effective "share the road" concept and pedestrian and bicycle education programs for the motorized and nonmotorized public.

**POLICY TR-66.** Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.

## Ridesharing

Carpools and vanpools are an attractive and convenient option for many riders, and can work in environments where public transit is lacking or inconvenient. Developing a successful ridesharing program requires action from both the public and private sectors. The public can build park-and-pod lots and facilities like high-occupancy vehicle lanes and signal bypasses that provide time benefits to ridesharing users. Public and private groups, employers, and residents can cooperate to create an environment that supports ridesharing.

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### POLICIES

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**POLICY TR-67.** Develop an integrated system of high-occupancy vehicle (HOV) improvements linking Eastside activity centers to the regional HOV system, to provide time advantages for HOVs over single-occupant vehicles.

**POLICY TR-68.** Provide a safe system of park-and-ride and park-and-pool lots to serve activity centers in the region and on the Eastside in order to intercept trips by single-occupant vehicles closer to the trip origins, reduce traffic congestion, and reduce total vehicle miles traveled.

*Cross-reference: The majority of policies to promote ridesharing through changes in travel behavior are found in the section on **Transportation Demand Management**, and are not repeated here. Also see the **Transit** section. ♦*

## **Regional Transit**

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**GOAL: To prepare for a regional transit system with early actions to maximize the transportation and land use benefits of the transit investment.**

### *INTERJURISDICTIONAL IMPLICATIONS*

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A regional transit system is interjurisdictional by nature, in that it links multiple urban areas. To be successful, a regional system will require unprecedented levels of cooperation in planning, funding, and building the system. Bellevue will participate in regional system planning efforts, and with other local jurisdictions, will work to create an environment that successfully integrates the system into the community and promotes system usage.

### **POLICIES**

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**POLICY TR-69.** Participate actively in efforts to develop and implement the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system implementation, including direct HOV access to Downtown Bellevue and the Eastgate Park and Ride lot, and expansion of the Bellevue Transit Center.

**POLICY TR-70.** Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the City's contributed share of regional transit revenues.

**POLICY TR-71.** Work with the regional transit provider to ensure that development occurs in accordance with the adopted system map and plan (see Figure TR-12).

**POLICY TR-72.** Identify and preserve necessary right-of-way for regional transit facilities.

**POLICY TR-73.** Integrate the regional transit services and facilities with local transit services and facilities and modes serving Bellevue and the

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Eastside.

**POLICY TR-74.** (Repealed).

**POLICY TR-75.** (Repealed).

**POLICY TR-76.** To promote transit use and achieve land use objectives, transit system planning shall include the following:

- Provision of supportive land uses, including mixed use and night-time activities;

- Design for a safe, pedestrian-friendly environment, with restrictions on auto access;
- Integration of multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
- Urban design and community character;
- Protection of nearby neighborhoods from undesirable impacts; and
- Potential joint development opportunities with the private sector. ♦

**POLICY TR-76a.** Actively participate in the development phases of the regional transit system, including evaluating the potential for high capacity transit to be successful on the Eastside.

## Freight Mobility

**GOAL: To provide for efficient movement of goods within the City, while minimizing the impacts of freight traffic on other trips.**

The transportation system moves goods as well as people. This function is critically important to local economic vitality and to meeting the needs of local residents. The City should design and manage the transportation system in a manner that provides for the efficient movement of goods. At the same time, freight handling and loading should not be permitted to place undue impacts on other system users.

The Plan recognizes that the movement of hazardous materials is governed by federal and state regulations.

### *INTERJURISDICTIONAL IMPLICATIONS*

The Plan recognizes that freight movement involves state, federal, and private facilities, as well as City-owned facilities.

## POLICIES

**POLICY TR-77.** Provide for the needs of freight movement in managing the existing transportation

system and developing new facilities.

**POLICY TR-78.** Require that new private development provide for freight loading and unloading on-site rather than on the public right-of-way. ♦

## Finance

**GOAL: To finance a balanced, multi-modal transportation system and assure that the beneficiaries of the system bear the costs in a proportionate manner.**

In emphasizing multiple travel modes, this plan requires resources to be spread and balanced among all modes, with the objective of meeting specific adopted targets for each Mobility Management Area. Since these targets are tied to the land use goals established for each area, this financing plan serves the City's land use vision as well.

As additional demands are placed on the transportation system, funding should become available to finance needed improvements. The improvements should be paid for by those who benefit from them, in proportion to the level of use or benefit derived. Thus, since the system serves multiple users, it has multiple funding sources: existing businesses and residents (the City's general fund and local business taxes); pass-through users (gas and motor vehicle taxes); and new development (impact fees).

To ensure that funding and improvements keep pace with needs and meet long-term system requirements, the City has a 12-year Transportation Facilities Plan, identifying long-range needs and cost estimates. Detailed transportation revenues and expenditures are balanced every two years in the City's seven-year financing document, the Capital Investment Program Plan (CIP). At every update of the CIP, new transportation cost estimates are completed and available revenues are reassessed. In addition, new transportation needs are prioritized based on the Transportation Facilities Plan, as well as any high-priority short-term needs.

### *INTERJURISDICTIONAL IMPLICATIONS*

In aiming to ensure that funding keeps pace with the City's needs for transportation improvements,

this Plan recognizes that the system requires funding from federal and state sources, as well as local revenues. In addition, the Plan promotes joint funding of projects with King County and other local jurisdictions for projects serving multiple local interests.

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## POLICIES

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**POLICY TR-79.** Maintain financing capability to meet the City's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including:

- The citywide community,
- Existing businesses, and
- New development.

**POLICY TR-80.** Support state action that will increase the local share of the state gas tax.

**POLICY TR-81.** Aggressively seek available state and federal funds available for transportation capital, operational, service, and demand-oriented improvements.

**POLICY TR-82.** Balance funding to achieve scheduled progress on Mobility Targets for all modes within the Mobility Management Areas, by using results from monitoring the targets to prioritize transportation facility and service investments.

*Cross-reference: See Policy TR-20 and Table TR.1, Area Mobility Targets.*

**POLICY TR-83.** Provide adequate transportation funding to prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.

**POLICY TR-84.** Take one of the following actions if transportation funding falls short of meeting the City's adopted Mobility Targets over the long term and methods of obtaining more revenue have been exhausted:

1. Review and adjust the City's overall land use vision to lower the overall transportation demand to help the transportation system to operate at a tolerable level.
2. Review and adjust the Mobility Targets to accept lower standards for traffic conditions.

**POLICY TR-85.** Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the City would otherwise provide.

**POLICY TR-86.** Support joint projects, including the contribution of City matching funds, with adjoining cities, unincorporated King County, the transit provider, or the state, where such partnerships may help establish or accelerate a project beneficial to the City. ♦

## Transportation, Environment, and Quality of Life

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**GOAL: To minimize the impacts of the transportation system on the City's environment and neighborhood quality of life.**

Extending into virtually all parts of the urban area, the transportation system has tremendous impacts on the City's environment and neighborhood quality of life. While the extensive street network and the vehicles using it have provided unprecedented levels of mobility, convenience, and comfort, so too they have created unprecedented environmental impacts. This section addresses three of the most problematic issues regarding transportation and the environment: air quality, noise, and neighborhood protection.

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### INTERJURISDICTIONAL IMPLICATIONS

The Plan recognizes that air quality is largely an interjurisdictional issue, in that vehicle emissions affect the regional airshed, and the federal and state governments have major roles in establishing and enforcing auto emission standards. Noise issues may have interjurisdictional impacts by affecting the design of federal and state transportation facilities subject to the City noise ordinance.

## Air Quality

In the Puget Sound region, vehicle emissions are the primary source of air contaminants, including carbon monoxide and precursors to ozone, such as nitrogen oxides and hydrocarbons. Carbon monoxide is a problem at specific intersections and freeway interchanges with a concentration of idling vehicles. Ozone precursors can create significant regional problems. Yet another pollutant is carbon dioxide, of increasing concern as a major cause of *global climatic change*.

Improvements in auto emission control technology have helped to improve (or reduce degradation of) air quality. Emissions will decrease as older vehicles are phased out and replaced by newer ones. Auto emission control technology is regulated by the federal government and enforced by the state through inspection and maintenance requirements.

Auto usage is another critical factor affecting vehicle emissions. Auto usage is controlled by personal behavior, but can be influenced by a combination of regional and local regulations and incentives.

A third factor affecting the severity of auto emissions is congestion. Idling cars produce higher concentrations of some pollutants, particularly carbon monoxide, than cars moving at normal speeds. An aggressive roadbuilding program to minimize congestion may temporarily reduce carbon monoxide levels at improved intersections. However, over the long term worse air quality may result as the improved intersection eventually experiences similar or more congestion but at higher volumes. Further, to the extent that the roadbuilding encourages more trips, the area-impacting contaminants will degrade regional air quality.

*Cross-reference: See the Environmental Element of the Comprehensive Plan for policies related to air pollution.*

## Noise

Traffic noise is a commonplace experience in urban America. It is caused by tire friction against the road surface and by engine noise, and increases with traffic speed. Ironically, more congestion

- lower traffic speeds - results in less traffic noise. Additional factors affecting traffic noise include steepness of grade, amount of starting and stopping, roadway surface materials, and traffic volume.

The City considers noise mitigation when designing new roadway improvements, with the City noise ordinance providing guidance in determining when noise walls or other mitigation is appropriate. Decisions on mitigation must be balanced with concerns for impacts on community character. Noise walls, for example, often seriously degrade the pedestrian environment and "harden" the street edge, walling off the street corridor from the adjoining neighborhood rather than creating a graceful transition.

*Cross-reference: See the Environmental Element of the Comprehensive Plan for policies addressing noise.*

## Neighborhood Protection

Transportation conditions are a major determinant of neighborhood quality of life. Two types of impacts are of special concern:

- Impacts from cut-through traffic on residential streets, which occur when arterials are congested and there are attractive alternative routes through neighborhoods. This may cause serious noise and safety concerns, especially if resulting traffic volumes exceed the design capacity of local streets.
- Impacts from widening arterials in and near residential areas. This may cause undesirable changes in neighborhood appearance and character, as well as higher traffic volumes, speeds, and noise in residential areas.

The two types of impact are related and the solution to one is often the cause of the other. If nothing is done to relieve congestion on an arterial, neighborhood cut-through traffic will increase. However, widening the arterial may create an unacceptable impact of its own.

Effective management requires careful balancing, while recognizing that neither type of impact can be avoided entirely. Approaches may include, for example, appropriately scaled improvements to a

congested arterial, traffic control measures on local neighborhood streets, and more significant improvements to nearby arterials in a non-residential area. This balancing should also account for time of day. Accepting a limited amount of cut-through traffic in the peak hour may be appropriate if adequate arterial capacity is provided to ensure that cut-through traffic is virtually non-existent for the rest of the day.

Historically, the most difficult neighborhood protection issues involve collector arterials in residential neighborhoods. These are streets that play an important role in the City's circulation system, but are found in the midst of residential areas with residential driveways often fronting onto them. Given their critical role to the street system, aggressive traffic control measures are generally not appropriate for collectors (or other arterials).

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## POLICIES

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**POLICY TR-87.** Balance interests associated with arterial widening and cut-through traffic, including neighborhood protection and competing City needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions.

**POLICY TR-88.** Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:

- Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and
- Design new residential streets to discourage cut-through traffic, while providing for connectivity.

*Cross-reference: See Policies TR-45 and TR-46.*

**POLICY TR-89.** Consider neighborhood traffic conditions in prioritizing planned capacity improvements.

**POLICY TR-90.** Minimize spill-over parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.

**POLICY TR-91.** Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and guidelines for designing these streets to be compatible with the abutting uses to the greatest extent possible.

**POLICY TR-92.** Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits. ♦