Transportation Element

Goal:

To maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that:

- **Provides a wide range of travel choices;**
- **Supports the land use vision of the city;**
- **Protects our neighborhoods from adverse transportation impacts;**
- **Reflects the regional role of the city in transportation issues; and**
- **Reduces the overall dependency on automobiles throughout the city.**

Overview

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

- **Desired Land Use**: Achieving 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**: Shifting behavior away from excessive reliance on the single-occupant vehicle, through effective transportation demand management;
- **Viable Travel Options**: Providing 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;
- **Adequate and Fair Financing**: Providing 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**: Promoting a healthier environment and a healthier community than would occur without this Plan, through creation of better travel options and lessened reliance on single-occupant vehicles; and
- **Effective Interjurisdictional Coordination**: Engaging with Bellevue's neighbors to address ongoing issues and to generate 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 perpetuate its auto dependency, and its physical appearance will be increasingly dominated by roadways and parking,

with noise walls and other "street hardening" projects demanded by neighborhoods to protect them from traffic noise and glare.

Pedestrians can cross simultaneously in all directions at this intersection.

Alternatively, the city can design its transportation system to provide for a variety of 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 accommodate the users of transit and ridesharing, pedestrians, and bicyclists. It would also require a shift in behavior toward greater reliance on alternatives to single-occupant vehicles.

This Plan takes the latter path. The auto-dominated policies and practices of the 1970s can not be sustained in the 21st Century. 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.

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", the Metropolitan Transportation Plan "Destination 2030", 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*
- *Transportation Facilities Plan*
- *Pedestrian and Bicycle Transportation Plan Update*
- *Transit Plan*

- *Eastside Transportation Partnership*
- *East Bellevue Transportation Plan*
- *Downtown Subarea Plan*
- *Bel-Red/Overlake Transportation Plan*
- *Bridle Trails, Bel-Red, and Crossroads Transportation Facility Plan*
- *Newcastle Transportation Facility Plan*

The area ***transportation facility plans*** *and the* ***Pedestrian and Bicycle Transportation Plan*** *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

Goals:

1. **To implement a fully multi-modal transportation system that supports the land use vision of the Comprehensive Plan and the role of Downtown Bellevue as the Eastside urban center.**
2. **To reduce the use of single-occupant vehicles, by creating a land use pattern that allows for shorter vehicular trips and the use of alternative travel options.**

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 with particular emphasis on the Downtown Bellevue Urban Center.

The highest concentration of Eastside employment stretches from Downtown Bellevue through Bel-Red to Overlake. Another area of existing high employment concentration is the Factoria/Eastgate 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 the Downtown Urban Center. The planned office, residential and retail growth in Bellevue will attract people from throughout the region. This Plan clarifies that the transportation system shall support this regional growth pattern.

Transit supportive land use in Downtown Bellevue emphasizes amenities for pedestrians.

Cross-reference:
*See Policy **TR-37**, 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 policies supporting high capacity transit.*

Policies

POLICY TR-1. Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.

POLICY TR-2. Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.

POLICY TR-3. Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing infrastructure capacity.

POLICY TR-4. Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following:

1. Intensity/density of land uses sufficient to support high capacity transit;
2. Mixed uses for both day and night activities;
3. Pedestrian emphasis; and
4. Alternatives to single-occupant vehicles.

POLICY TR-5. 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-6. 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-7. Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.

POLICY TR-8. Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:

1. Orient the major building entries to the street and closer to transit stops;
2. Avoid constructing large surface parking areas between the building frontage and the street;
3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;
4. Cluster major buildings within developments to improve pedestrian and transit access;
5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;
7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;
8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
10. 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.

Multiple commute options, including the FlexPass for transit users, help reduce single occupant vehicle trips.

Carpools and vanpools are attractive and convenient options for many commuters 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-ride lots and facilities like high-occupancy vehicle lanes and signal bypasses that provide time benefits to rideshare users. Public and private groups, employers, and residents can cooperate to create an environment that supports ridesharing.

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 and the transit service providers in developing and implementing compatible TDM regulations.

Cross-reference:
*See **Mobility Management**, for additional guidance on transit and ridesharing facilities and service, and goals for percentage share of commuter trips. Also see the **Transit, State Highways/Corridors** and **Regional Transit** sections for policies on HOV improvements and park and ride lots that support ridesharing.*

POLICIES

POLICY TR-9. Coordinate with other Eastside jurisdictions, the private sector, and the transit providers 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:

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

POLICY TR-10. 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-11. 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 the use of single-occupant vehicles, such as:

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

POLICY TR-12. Encourage employers to help reduce peak hour commute trips by facilitating employees use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.

POLICY TR-13. 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-14. Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:

1. Preferential parking for carpools and vanpools;
2. Special loading and unloading facilities for carpools and vanpools;
3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and
4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities.

Cross-reference:
*See **Policy TR-8**, concerning transit-supportive and pedestrian-friendly site design features. Also see **Urban Design Element Policies UD-38 through 40**, concerning sidewalks and trails.*

POLICY TR-15. Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.

POLICY TR-16. Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.

POLICY TR-17. Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.

POLICY TR-18. Evaluate and promote a car-sharing program in Downtown Bellevue.

POLICY TR-19. Support establishment of federal and state gasoline taxes to provide adequate funding for transportation improvements that keep pace with regional and community growth.

POLICY TR-20. Support federal tax policies which promote transit and ridesharing.

Mobility Management

Goals:

1. **To provide multiple travel options, for transit users, pedestrians, bicyclists, and rideshare users, as well as the drivers of private vehicles.**
2. **To ensure that all members of the community, including those with transportation disadvantages, have viable travel options.**

Commuters transfer between private vehicles and transit at the South Bellevue Park and Ride.

The primary modes of transportation in the city include private vehicles, 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 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 the city limits, and calls for effective actions to address interjurisdictional issues and mitigation of impacts from new development. The Plan also recognizes that other jurisdictions, particularly the federal and state governments and the transit providers, are responsible for a major share of the regional transportation facilities serving the city.

Policies

POLICY TR-21. Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.

POLICY TR-22. 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-23. Coordinate improvements and operations among travel modes, providing connections between modes.

POLICY TR-24. Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

POLICY TR-25. Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the city, promoting both internal access and linkages with the rest of the city.

POLICY TR-26. Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA). *Also cross-reference with TR-79 (Prioritization).*

POLICY TR-27. Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.

POLICY TR-28. Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

POLICY TR-29. Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.

POLICY TR-30. Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments

POLICY TR-31. Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.

POLICY TR-32. Develop and implement strong interjurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.

POLICY TR-33. 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-34. Require development within Bellevue to include mitigation for significant impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant impacts on Bellevue.

POLICY TR-34.1 Recognize the transporation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-model transportation use and access.

Roadway Network

The private auto remains the most common mode of vehicular 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.

The landscaped median on Factoria Boulevard improves safety and adds beauty on this busy arterial.

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.

Bellevue has classified city streets according to their function, and has established development standards upon which street improvements are based.

Major arterial streets provide efficient direct routes for long-distance auto travel within the region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major 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.

Minor arterial streets provide connections between major arterials 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.

Collector arterial streets are two or three-lane streets that collect (or distribute) traffic within a neighborhood and provide the connections to minor or major arterials. 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.

Local streets provide access to abutting land uses, and carry local traffic to the collector arterials. This classification includes both local and neighborhood collector streets as described in the city's Development Standards.

Along the NE 6th Street Pedestrian Corridor, local traffic shares the road with pedestrians.

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, freight movement and non-motorized transportation.

Policies

POLICY TR-35. 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-36. 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:
    a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and
    b. 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-37. 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-38. Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.

POLICY TR-39. Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. 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-40. Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.

POLICY TR-41. 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.

POLICY TR-42. 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-43. Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

POLICY TR-44. Design arterials and streets to fit the character of the areas through which they pass.

POLICY TR-45. Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112th Avenue SE.

POLICY TR-46. Maintain and enhance safety for all users of the roadway network using measures such as the following:

1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;
2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;
3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;
4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;
5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and
6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.

POLICY TR-47. Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors.

POLICY TR-48. Minimize the amount of through-traffic on local streets in residential areas.

POLICY TR-49. 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.

Cross-reference:
*Also see the **State Highway/Corridors** section for additional guidance on state roadway facilities.*

Transit

Bellevue's Comprehensive Plan emphasizes reducing auto dependency by creating viable travel options. Travel options should include a strong transit system that focuses on serving local residents, employees and businesses. In order to provide a transit system that is responsive to the needs of the community, this Plan supports a close working partnership between the city and the local and regional transit providers.

In June 2003, Bellevue adopted a Transit Plan that 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 Transit Vision of service improvements (see Figure TR.8).

Busses extend the commuting range of bicyclists, and enable bicyclists to cross the SR-520 floating bridge.

The Transit Plan calls for a hierarchy of transit services that is focused on three major elements – connections within Bellevue, connections between Bellevue and other Eastside communities, and connections between Bellevue and other communities in the region. To allow convenient transfers between these services, a network of transit hubs has been identified at

The Eastgate Park and Ride, new in 2004, provides space for 1,676 cars.

key locations within Bellevue. These hubs, located in the vicinity of activity areas such as retail and employment centers, will provide opportunities for transferring between the various types of transit services.

In September 2002, King County Metro 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 2002 through 2007. Investments in transit identified and prioritized in this Plan are focused on relieving congestion and improving mobility. The city is working closely with King County to successfully implement the Plan and maintain consistency with Bellevue's Transit Plan.

Policies

POLICY TR-50. Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities. (see Figure TR.10).

POLICY TR-51. Work with transit providers to establish a hierarchy of transit services focused on three major elements:

1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/BCC, Factoria)
2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah)
3. Bellevue-Regional Connections (e.g. Seattle, south county)

POLICY TR-52. Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), 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.

POLICY TR-53. Work with 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-54. Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as:

1. Transit stations and centers;
2. Passenger shelters;
3. Park and ride lots;

4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;
5. Pedestrian and bicycle facilities, including secure bicycle parking;
6. Pricing;
7. Kiosks and on-line information; and
8. Incentive programs.

POLICY TR-55. Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, office, and other types of development.

POLICY TR-56. Develop partnerships with transit providers to implement projects providing neighborhood–to–transit links that improve pedestrian and bicycle access to transit services and facilities.

POLICY TR-57. Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.

Regional Transit

Goals:

1. **To provide a regional transit service at levels that support the land use goals of the city.**
2. **To provide high performance transit connections with the other urban centers in the region.**
3. **To develop programs to encourage ridership on regional transit.**

Interjurisdictional Implications

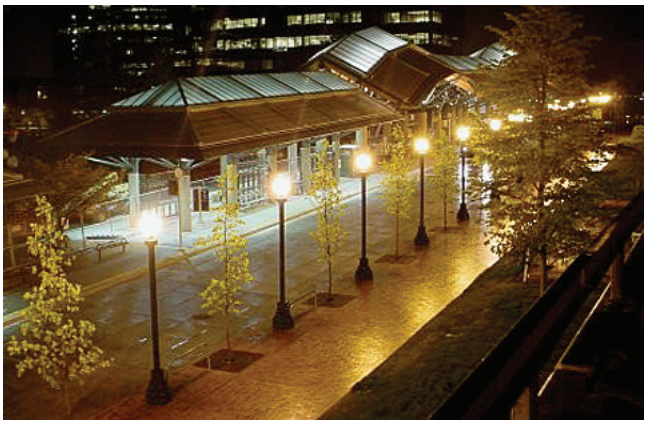
In November 1996, voters within areas of King, Pierce and Snohomish Counties approved funding for a Regional Transit System including light rail, commuter rail, and regional express bus services. Vision 2040 and the Metropolitan Transportation Plan "Destination 2030" adopted by the Puget Sound Regional Council, and the Countywide Planning Policies for King County call for a high capacity transit system linking urban centers and supported by other travel modes.

Sound Transit, King County Metro, and Community Transit serve the downtown Bellevue Transit Center.

Unprecedented levels of interjurisdictional

cooperation to plan, fund, and build the regional transit system will be required. Bellevue participates in regional planning efforts, and with other local jurisdictions, is working to create an environment that integrates the transit system into the community and promotes system usage.

Implementing the 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.



Expanded in 2004, the downtown Bellevue Transit Center accommodates transit service from throughout the region.

Policies

POLICY TR-58. Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements.

POLICY TR-59. Provide regional leadership for regional transit system planning efforts.

POLICY TR-60. 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-61. Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city's land use and mode split goals.

POLICY TR-62. Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:

1. Intercept trips by single occupant vehicles closer to the trip origins;
2. Reduce traffic congestion; and
3. Reduce total vehicle miles traveled.

POLICY TR-63. Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.

POLICY TR-64. Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.

POLICY TR-65. Work with transit providers and local property owners to develop new leased park and ride lots.

POLICY TR-66. Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit long-range system map and plan (see Figure TR.10).

POLICY TR-67. Identify and preserve necessary right-of-way for regional transit facilities.

POLICY TR-68. Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.

POLICY TR-69. Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.

POLICY TR-70. Promote transit use and achieve land use objectives through transit system planning that includes consideration of:

1. Land uses that support transit, including mixed use and night-time activities;
2. Transit-oriented development opportunities with the private and public sectors;
3. A safe and accessible pedestrian environment, with restrictions on auto access;
4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
5. Provisions for bicycles on transit vehicles; and
6. Access to regional destinations, including employment centers, residential concentrations, and major recreational facilities; and
7. Urban design and community character that support and facilitate transit use; and
8. Protecting nearby neighborhoods from undesirable impacts.

POLICY TR-71. Improve transit connections between downtown Bellevue and other designated urban centers.

High-Capacity Transit

High-Capacity Transit (HCT) is defined as various types of transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit.

In 2005 planning will begin on high capacity transit to serve Bellevue.

Bellevue is participating with Sound Transit in planning for high capacity transit to serve the city. HCT may include a mix of commuter rail, light rail, express bus services and facilities and/or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel modes.

Policies

POLICY TR-72. Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.

POLICY TR-73. Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.

POLICY TR-74. Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.

POLICY TR-75. Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.

Cross-reference:
*Also see the **Transit** and **Regional Transit** sections.*

Light Rail Transit

In anticipation of the potential East Link light rail project proposed by Sound Transit to connect downtown Bellevue with Seattle and Redmond, the City Council established a Light Rail Best Practices Committee in 2007 to review "best practices"

for implementing light rail in other North American cities and apply those "lessons learned" to Bellevue.

Starting with community issues and concerns, the Committee pursued literature research, community input, and tours of light rail systems. The Committee developed the Light Rail Best Practices Report, which includes a set of best practices and a range of complementary implementing actions to guide the development and operation of a light rail system in Bellevue. The range of actions included Comprehensive Plan policies, amendments to city codes and standards, other city policies and procedures, city capital investments, and expectations of Sound Transit. Council considered the full set of actions and adopted the following section of Light Rail Transit Comprehensive Plan policies.

These Light Rail Transit policies are a subset of the High Capacity Transit (HCT) policies also included in this Element. Although the Committee's charge and research was limited to light rail systems, many of the resulting policies may be appropriate for other HCT systems. Applicability of light rail policies to other HCT systems should be analyzed at such time that there is a change or addition to the HCT technology that would serve Bellevue. For purposes of this discussion, HCT is defined as a transit system operating in dedicated right-of-way such as light rail, bus rapid transit in its own right-of-way, or a substantially equivalent system, including future technologies.

Policies

General

POLICY TR-75.1. Develop a light rail system in collaboration with the regional transit provider that advances the City's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.

> *Discussion: This policy is a recognition of the potential trade-offs involved in developing a light rail system. While cost and system performance are important both to the City and to the regional transit provider, the City places at least equal importance on achieving local land use and transportation objectives. These factors are not mutually exclusive and in fact they are interdependent. The intent of this policy is to ensure that local land use and transportation objectives are given equal consideration with regional objectives when planning, designing, building and operating a light rail system in Bellevue.*

POLICY TR-75.2. Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.

POLICY TR-75.3. Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.

POLICY TR-75.4. Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.

Routing & Alignment

POLICY TR-75.5. Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.

> *Discussion: The intent of this policy is to ensure that the addition of a light rail system in Bellevue does not reduce the capacity of travel lanes on existing city arterials. This is especially critical in the downtown where the capacity of lanes for non-rail vehicle travel is already constrained.*

POLICY TR-75.6. Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."

> *Discussion: Light rail should connect the places where people live, work, shop and play (i.e. "somewhere") within Bellevue and within the region, helping to reinforce the local and regional land use plans. In contrast to regions with systems that simply connect park and ride lots rather than places, central Puget Sound is a region with a largely mature land use pattern. Light rail can help reinforce the key activity centers within this pattern. Connecting places advances the local community vision, meets regional transportation needs, and optimizes system convenience and ridership.*

POLICY TR-75.7. Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.

POLICY TR-75.8. Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by:

1. optimizing ridership, system performance, and user convenience;
2. locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea;
3. addressing aesthetic concerns and promoting superior urban design integration, within the established urban context;
4. minimizing impacts on businesses and residents during construction; and
5. minimizing overall impacts of a light rail system on the operation of the downtown street network.

POLICY TR-75.9. Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by:

1. protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood;
2. minimizing impacts to wetlands and other natural resources;
3. providing local access to the system for Bellevue neighborhoods; and
4. optimizing ridership and user convenience.

POLICY TR-75.10. Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.

POLICY TR-75.11. Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.

Community Integration

POLICY TR-75.12. Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following:

1. Incorporating superior urban design, complementary building materials, and public art; and
2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.

Discussion: Context sensitive design, as it relates to transportation projects, asserts that all decisions in transportation planning, project development, operations and maintenance should take into consideration the communities and land uses which the project passes through ("the context"). Context sensitive design seeks to balance the needs of the project with other desirable outcomes, including environmental sustainability, community character, and the creation of vital public places. Typical

considerations of context sensitive design include building materials and texture, building scale relative to nearby structures and relationship to streets and adjacent uses.

POLICY TR-75.13. Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.

POLICY TR-75.14. Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.

POLICY TR-75.15. Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing:

1. Access and linkages to the surrounding community;
2. A comfortable place to be, not just pass through;
3. A place that works for both large and small numbers of people; and
4. Design that encourages social interaction among people.

POLICY TR-75.16. Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.

POLICY TR-75.17. Protect Bellevue's residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.

POLICY TR-75.18. Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

Discussion: "Residential neighborhoods," for purposes of these Light Rail Transit policies, refers to an existing land use pattern dominated by single family and/or multi-family development. It also refers to a mixed use area where the residential use is well-established to the point where the residential character (e.g. street level activity, streetscape and amenities) is a strong element of the area. Unless otherwise noted, "residential neighborhoods" does not refer to the specific zoning of residential uses.

POLICY TR-75.19. Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that:

1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit;
2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and
3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).

POLICY TR-75.20. Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

POLICY TR-75.21. Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for non-rail vehicle movements.

POLICY TR-75.22. Encourage quality design and construction in the light rail system, by:

1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and
2. Incorporating art, public spaces, and other features as community assets.

POLICY TR-75.23. Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include:

1. Visibility of station platform from adjacent streets and parking;
2. Open and well-lighted pedestrian connections to parking and adjacent community;
3. Video surveillance on station platforms and trains; and
4. Establishing and enforcing a fare paid zone for station platforms.

POLICY TR-75.24. Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.

System Access

POLICY TR-75.25. Develop and maintain a safe and convenient pedestrian network

to light rail stations, through shared responsibility with the regional transit provider, that is intended to:

1. Provide short, direct routes within a ten-minute walk;
2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
3. Maximize safety for all pedestrians at street crossings; and
4. Give priority to pedestrian access and safety in station areas.

POLICY TR-75.26. Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.

POLICY TR-75.27. Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.

POLICY TR-75.28. Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.

Discussion: Facilitation of intermodal transfers encompasses the provision of convenient, well-lighted and secure storage at stations sufficient to accommodate a range of modes (e.g. bicycles and other small motorized and non-motorized vehicles).

POLICY TR-75.29. Develop and implement an integrated wayfinding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.

POLICY TR-75.30. Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.

Construction & Mitigation

POLICY TR-75.31. Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.

POLICY TR-75.32. Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.

POLICY TR-75.33. Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.

POLICY TR-75.34. Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.

POLICY TR-75.35. Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.

> *Discussion: Construction staging areas for light rail projects are primarily used for the storage of equipment and materials as well as activities such as tunnel boring, employee parking, deliveries and construction offices. These areas typically encompass several acres and remain in use for the duration of the project. Tunnel boring areas generate additional truck trips to haul away dirt and debris and typically require a larger staging area.*

Cross reference for Light Rail Transit section:

Transportation Policy TR-1 supporting integration of land use and transportation decisions to ensure that the transportation system supports the Land Use Vision.
Transportation Policy TR-8 supporting pedestrian design features that improve safety including adequate lighting and paved, hazard free surfaces.
Transportation Policy TR-28 supporting neighborhood involvement in the planning and design of transportation systems.
Transportation Policy TR-46 supporting calming measures to reduce cut-through traffic.
Transportation Policy TR-56 supporting partnerships that improve pedestrian and bicycle access to transit services and facilities.
Transportation Policies TR-62-65 regarding park and ride facilities.
Transportation Policy TR-67 supporting preservation of necessary right-of-way for regional transit facilities.
Transportation Policy TR-69 supporting partnerships that promote regional transit services to commuters, residents and employers.
Transportation Policy TR-70 supporting transit system planning that promotes transit use and land use objectives; and that protects nearby neighborhoods from undesirable impacts.
Transportation Policy TR-79 supporting pedestrian and bicycle projects that provide accessible linkages to the transit system.
Transportation Policy TR-80 supporting improved pedestrian and bicycle linkages to transit and school bus systems; and supporting improved security and utility of park-and-ride lots and bus stops.
Transportation Policy TR-112 supporting physical treatments to reduce noise impacts on adjacent neighborhoods from transportation construction projects.
Transportation Policy TR-118 supporting mitigation of adverse impacts of proposed transportation projects on adjacent neighborhoods, including air quality, noise, light and glare.
Transportation Policy TR-119 supporting residential parking zone programs to reduce spillover parking.
Urban Design Policy UD-47 supporting a cooperative regional transit design process to ensure facilities reflect the general character of Bellevue and the surrounding neighborhoods.
Urban Design Policies UD-47-49 for guidance on the design of transit facilities.
Urban Design Policies UD-49 supporting transit facilities design that includes bike racks, wheelchair access, and pedestrian amenities.
Environmental Policies EN-59-66 for guidance on protection of wetlands and habitat.
Community Participation Policies for guidance on expanding public participation.

Pedestrian and Bicycle Transportation System

GOAL:

To plan, design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities in collaboration with community stakeholders. In doing so, the city will advance the following objectives:

- **Provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region**
- **Improve health and fitness, and enhance recreational benefits**
- **Ensure that those in the community who cannot drive due to age, income or disability have mobility options**
- **Provide a safe and accessible street environment for all users**
- **Improve overall neighborhood livability**
- **Support and enhance public transit use**
- **Reduce air and noise pollution, energy use, and oil consumption**
- **Support economic development**

Pedestrian and bicycle facilities are a vital part of Bellevue's transportation system. An integrated, safe pedestrian and bicycle system will increase mobility choices, reduce reliance on motorized vehicles, and provide convenient access to schools, activity centers, transit and school bus systems, parks, and other recreation areas throughout the city.

Building and maintaining a seamless network of walkways, bikeways, and off-street trails requires a coordinated, interdepartmental effort. Planning, funding, building, and maintaining a pedestrian and bicycle system will require support from the Transportation, Parks and Community Services, Utilities, and Planning and Community Development departments.

This new sidewalk along Factoria Boulevard uses colored concrete squares to represent a flowing creek.

Walking is an important travel mode for residents, particularly non-drivers and children, and provides significant health benefits. Well-maintained

pedestrian facilities enhance the quality of life and contribute to improved air quality by encouraging pedestrian travel. A safe and continuous pedestrian system will link key activity areas, transit, and recreation centers and make walking an attractive option for residents, commuters, and visitors, regardless of age or physical abilities.

The bicycle system is a key component in providing mobility choices and bicycle facilities should be incorporated into the city's transportation priorities. Bicycle facilities along key north-south and east-west routes will improve safety and access across the city. A connected system provides access to bus stops and park-and-ride lots, increasing the attractiveness of transit, especially for commute trips.

By constructing pedestrian and bicycle facilities that connect existing facilities to each other and complete missing links in the system, the city will increase mobility options for everyone. This approach to pedestrian and bicycle transportation is consistent with the Puget Sound Regional Council's vision for a region-wide non-motorized transportation system, as articulated in Destination 2030.

Pedestrians and cars on friendly terms

Additional policy and programmatic guidance is found in the Pedestrian and Bicycle Transportation Plan, and the Parks and Open Space System Plan.

Cross-reference:
See ***Figure TR. 11 Pedestrian System map****,* ***Figure TR. 12 Bicycle System map,*** *and* ***Pedestrian and Bicycle Transportation Plan****.*

Policies

POLICY TR-76. Promote and facilitate the effective use of non-motorized transportation.

POLICY TR-77. Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.

POLICY TR-78. Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.

POLICY TR-79. Assign high priority to pedestrian and bicycle projects that:

1. Address safety issues;
2. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing and commercial areas;
3. Provide accessible linkages to the transit and school bus systems;
4. Complete and connect planned pedestrian or bicycle facilities or trails;
5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes;
6. Conform to and are consistent with Bellevue's roadway classification system; and
7. Serve concentrations of residents with special accessibility needs.

POLICY TR-80. 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-81. Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.

POLICY TR-82. 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-83. Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.

POLICY TR-84. Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.

POLICY TR-85. Coordinate the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors, such as the Lake Washington Loop system, continue into neighboring jurisdictions.

POLICY TR-86. 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-87. Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.

POLICY TR-88. Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.

State Highways/Corridors

Goal:

To improve mobility on state highways through a mix of travel options.

Improved freeway access will reduce travel time for transit commuters to downtown Bellevue.

Three state highways are located in the city of Bellevue: I-90, I-405 and SR-520 (see Figure TR.13). These highways represent the backbone of the regional transportation system for the greater Eastside. The highways provide mobility for hundreds of thousands of commuters and other users on a daily basis, and also represent a critical element of the regional freight network. The ability to move people and goods via the highway system must keep pace with population growth and economic activity.

The highways provide access to the major commercial and industrial centers and communities of the Eastside. Their efficient operation supports the development objectives outlined in the Growth Management Act. To that end, this Plan emphasizes multi-modal solutions to improve mobility on these key corridors. Key principles addressed in this Plan include:

- Interconnectivity;
- Accessibility;
- Speed; and
- Reliability.

Interjurisdictional Implications

The state is primarily responsible for planning and managing state-owned transportation facilities, such as the state highways. Table TR.3 provides an

inventory of state highways in Bellevue. Table TR.4 displays the regional and local trips on state highways in Bellevue. Level of Service for Highways of Statewide Significance is established by the Washington State Department of Transportation, as depicted in Figure TR.13. The state coordinates with the City of Bellevue and other transportation partners (such as King County) in developing improvement plans for these facilities.

Policies

POLICY TR-89. Work with state and regional agencies to improve freeway-to-freeway access.

POLICY TR-90. Support completion of the regional HOV system. Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405/SR 520, I-405/I-90 and I-5/SR-520.

POLICY TR-91. Encourage enhanced access and improved freeway interchanges to serve downtown Bellevue and other key activity centers.

POLICY TR-92. Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways.

POLICY TR-93. Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.

POLICY TR-94. Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.

POLICY TR-95. Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.

POLICY TR-96. Support High Capacity Transit (HCT) facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.

POLICY TR-97. Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.

POLICY TR-98. Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and

SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail).

POLICY TR-99. Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.

POLICY TR-100. Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.

Cross-reference:
*Also see the **Roadway Network** section for the discussion of non-state facilities.*

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.

POLICY TR-101. Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.

POLICY TR-102. 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 (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, transit providers, and other local jurisdictions for projects serving multiple local interests.

Policies

POLICY TR-103. 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:

1. The citywide community;

2. Existing businesses; and
3. New development.

POLICY TR-104. Support state action that will increase the local share of the state gas tax.

POLICY TR-105. Aggressively seek state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements.

POLICY TR-106. 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-21** and **Table TR.1**, **Area Mobility Targets**.*

POLICY TR-107. 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-108. 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-109. 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-110. Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a project beneficial to the city.

Transportation, Environment, and Quality of Life

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 significant impacts on the 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, they have also created unprecedented environmental impacts. This section addresses three of the most problematic issues regarding transportation and the environment: air quality, noise, and neighborhood protection.

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

Carbon monoxide may be problematic under certain weather conditions at specific intersections and freeway interchanges with a concentration of idling vehicles. Carbon monoxide (CO) is a typical indicator of traffic-related air quality problems because it is the pollutant emitted in the greatest quantity by traffic sources. Ozone is created by sunlight-activated chemical transformations of nitrogen oxides and volatile organic compounds (hydrocarbons) in the atmosphere. Unlike CO concentrations that tend to occur very close to the emission source, ozone problems tend to be regional in nature. This is because the atmospheric chemical reactions that produce ozone occur over a period of time. During the delay between emission and ozone formation, ozone precursors can be transported far from their sources. Vehicle emissions combine with a number of sources that produce ozone precursors. Yet another pollutant is carbon dioxide, of increasing concern as a major cause of *global* climatic change.

According to the Final EIS for the 2004-2015 Transportation Facilities Plan, Inhalable Particulate Matter (airborne particulates less than 10 microns in size, typically generated by industrial activities and fuel combustion) and Fine Particulate Matter (airborne particulates less than 2.5 microns in size, typically generated by residential wood burning and vehicle exhaust) are within air quality standards

established by the Environmental Protection Agency.

Three agencies have jurisdiction over the ambient air quality in the city: the federal Environmental Protection Agency (EPA), the Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA). These agencies establish regulations that govern both the concentrations of pollutants in the outdoor air and contaminant emissions from air pollution sources. Although their regulations are similar in stringency, each agency has established its own standards. Unless the state or local jurisdiction has adopted more stringent standards, the EPA standards apply.

The strategy for reducing air pollution in the United States since the mid-1960s has focused on reducing the generation of pollutants. For pollutants produced by vehicles, this strategy has focused on improvement in vehicle fleet emissions. This approach has proved successful in the past, as evidenced by the significant improvement in vehicle-related pollutants such as CO. Reduced CO concentrations have occurred despite increases in traffic volumes and degradation of intersection levels of service.

Vehicle usage is another critical factor affecting vehicle emissions. Vehicle usage is determined by personal behavior, but can be influenced by a combination of regional and local regulations and incentives. Land use and transportation planning contribute to reducing air pollution by encouraging land use patterns that require less single-occupant vehicle use.

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 road building 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 road building encourages more trips, the area-impacting contaminants will degrade regional air quality.

Transportation network and project planning can identify measures to decrease congestion or otherwise improve levels of service that decrease idle-rate emissions and, thus, improve air quality. Any measures that reduce vehicle miles traveled – especially in single-occupancy vehicles – will reduce emissions, so effective mass transit and transportation demand management should be part of the long-term solution.

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

Policies

POLICY TR-111. Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.

Noise

A well-designed concrete wall creates a graceful transition to nearby neighborhoods.

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.

Traffic is the dominant noise source in Bellevue, with commercial jets, private airplanes, and construction activity as secondary sources.

Noise is a complicated issue and is difficult to regulate and mitigate in an urban setting where noise from multiple sources is pervasive. City, state and federal guidelines each address noise with the intent of protecting people from environmental noise. Measured noise levels that are within regulatory limits often seem to be at odds with the perceived noise levels that may be irritating to people, especially at night when most people reasonably expect the environment to be relatively quiet. Taken together, regulations and mitigation may help to keep noise levels within prescribed limits, even as the city grows.

The city considers noise mitigation when designing new roadway improvements, with the city noise ordinance (Bellevue City Code 9.18) 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.

Landscaping is often mistakenly considered as a traffic noise mitigation measure.

Studies by the Federal Highway Administration have shown that very dense vegetation (that can not be seen through), in a very wide landscape buffer (at least 200 feet) may reduce noise by up to 10 decibels – which cuts the loudness of traffic noise in half. However, it is often impractical to plant or retain enough vegetation along an arterial or freeway to achieve such noise reductions. Nonetheless, landscaping does provide a degree of visual screening and aesthetic improvements that can also create a perceived noise reduction benefit.

Pavement type is sometimes mentioned as a factor in mitigating traffic noise. The Federal Highway Administration reports that while noise levels do vary with changes in pavements and tires, these variations are insignificant when compared to the overall noise from friction, exhausts and engines, especially when there are a large number of trucks on the highway. Industry documentation indicates only slight differences between tire/pavement noise levels associated with concrete and asphalt pavement types.

Individuals also have a role to play in addressing transportation-related noise. An individual can influence the amount of noise generated by the transportation system through his or her transportation choices. There are a number of actions individuals can take to reduce the amount of noise by automobiles:

- Reduce the number of automobile trips;
- Operate vehicles in a manner to reduce noise (avoid rapid acceleration or hard braking);
- Maintain vehicles (e.g. muffler, engine) to minimize noise; and
- Keep car stereos at moderate level.

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

Policies

POLICY TR-112. Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.

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 occurs 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 traffic 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.

Whoops!

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).

Policies

POLICY TR-113. 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-114. Advocate for state-funded freeway expansion and multi-modal improvements that may reduce the need to widen arterials to ease congestion.

POLICY TR-115. 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:

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

*Cross-reference: See **Policies TR-48** and **TR-49**.*

POLICY TR-116. Consider neighborhood traffic conditions in prioritizing planned capacity improvements.

POLICY TR-117. Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

POLICY TR-118. Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.

POLICY TR-119. Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.

POLICY TR-120. 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-121. Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.

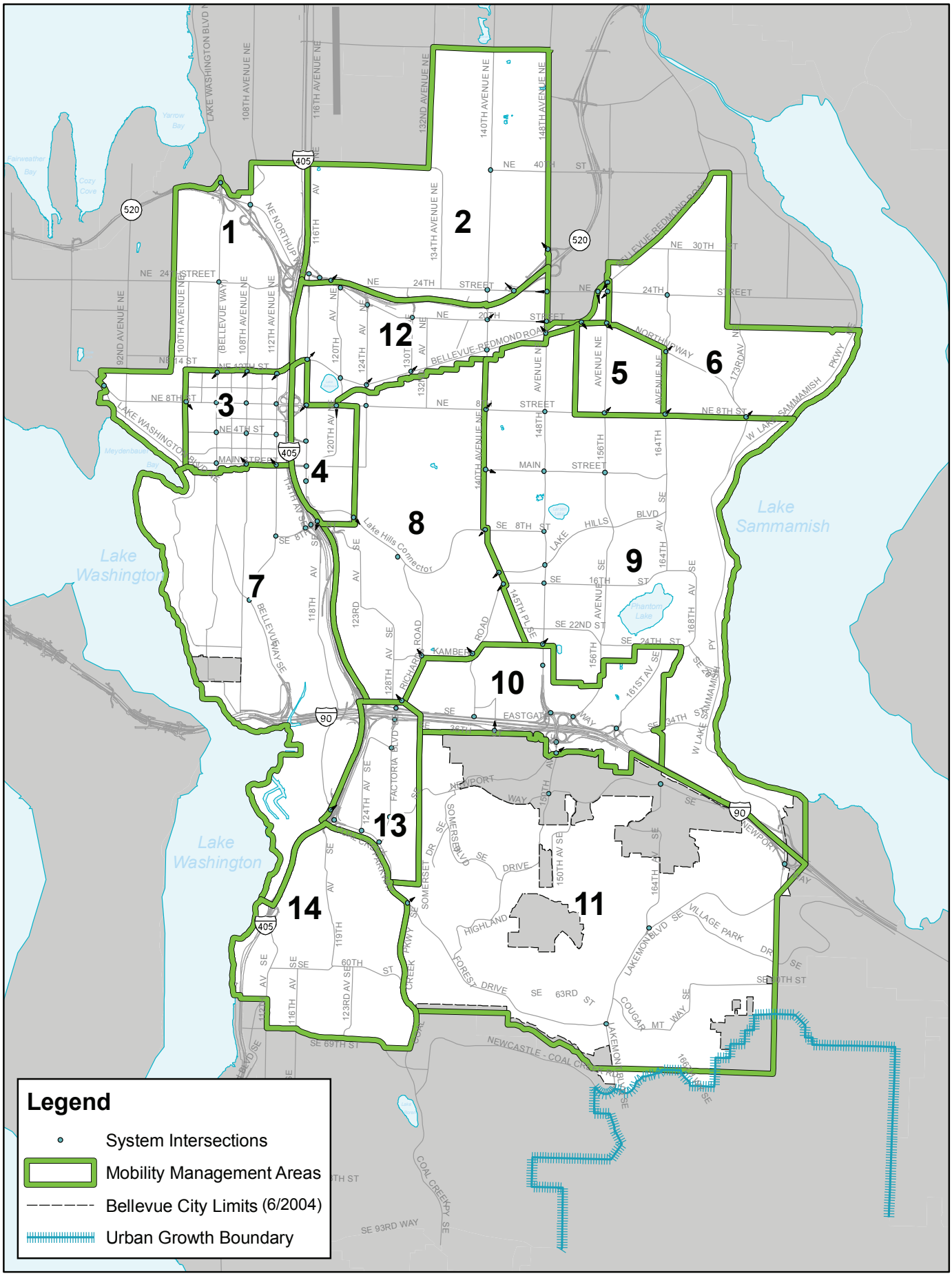


FIGURE TR.1

Mobility Management Areas

N

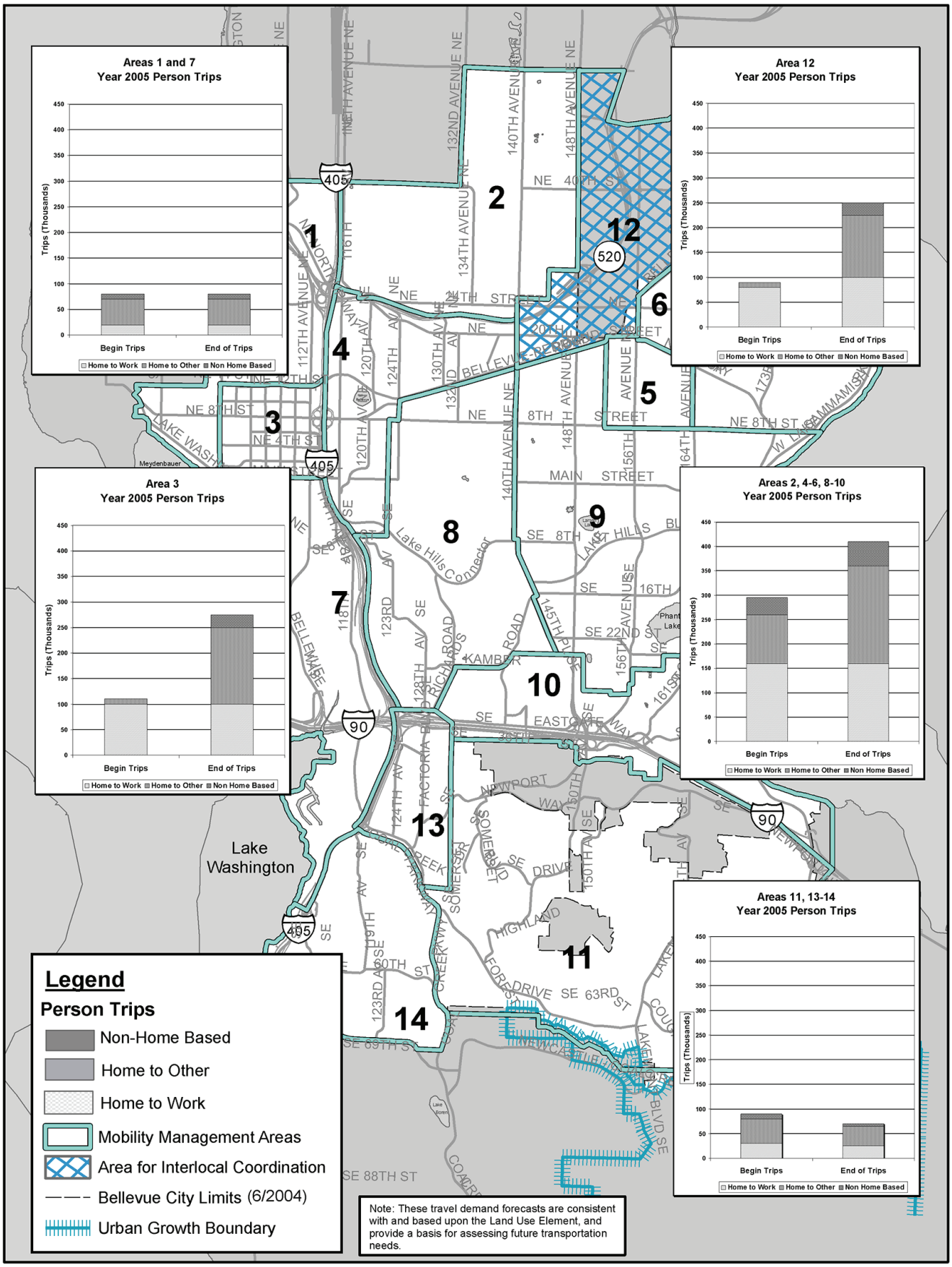


FIGURE TR.2

Travel Demand Forecasts

Mobility Management Areas

N

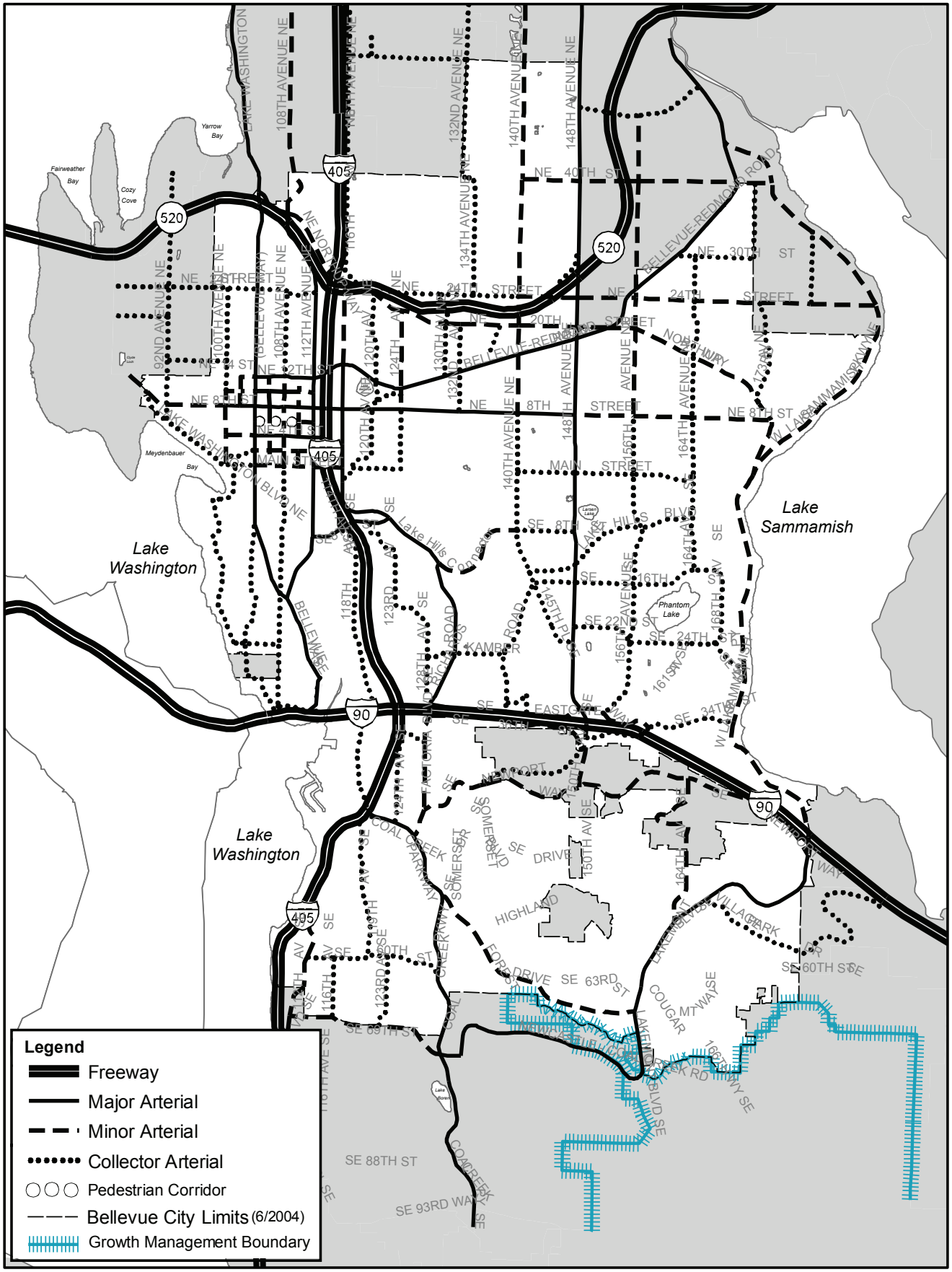


FIGURE TR.3

Existing Arterials and Freeways with Street Classifications

N

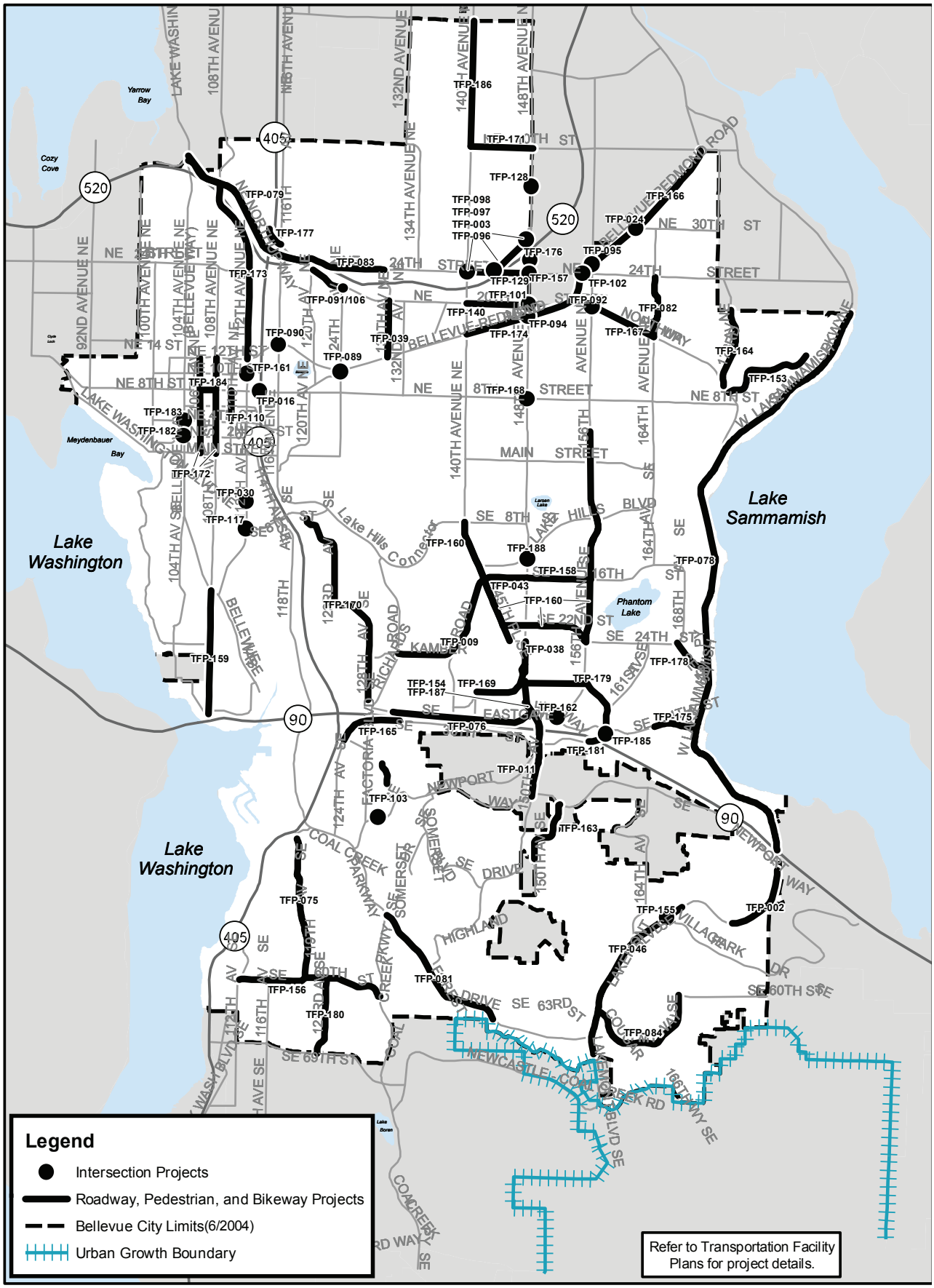


FIGURE TR.4

Long Range Transportation Facility Improvements

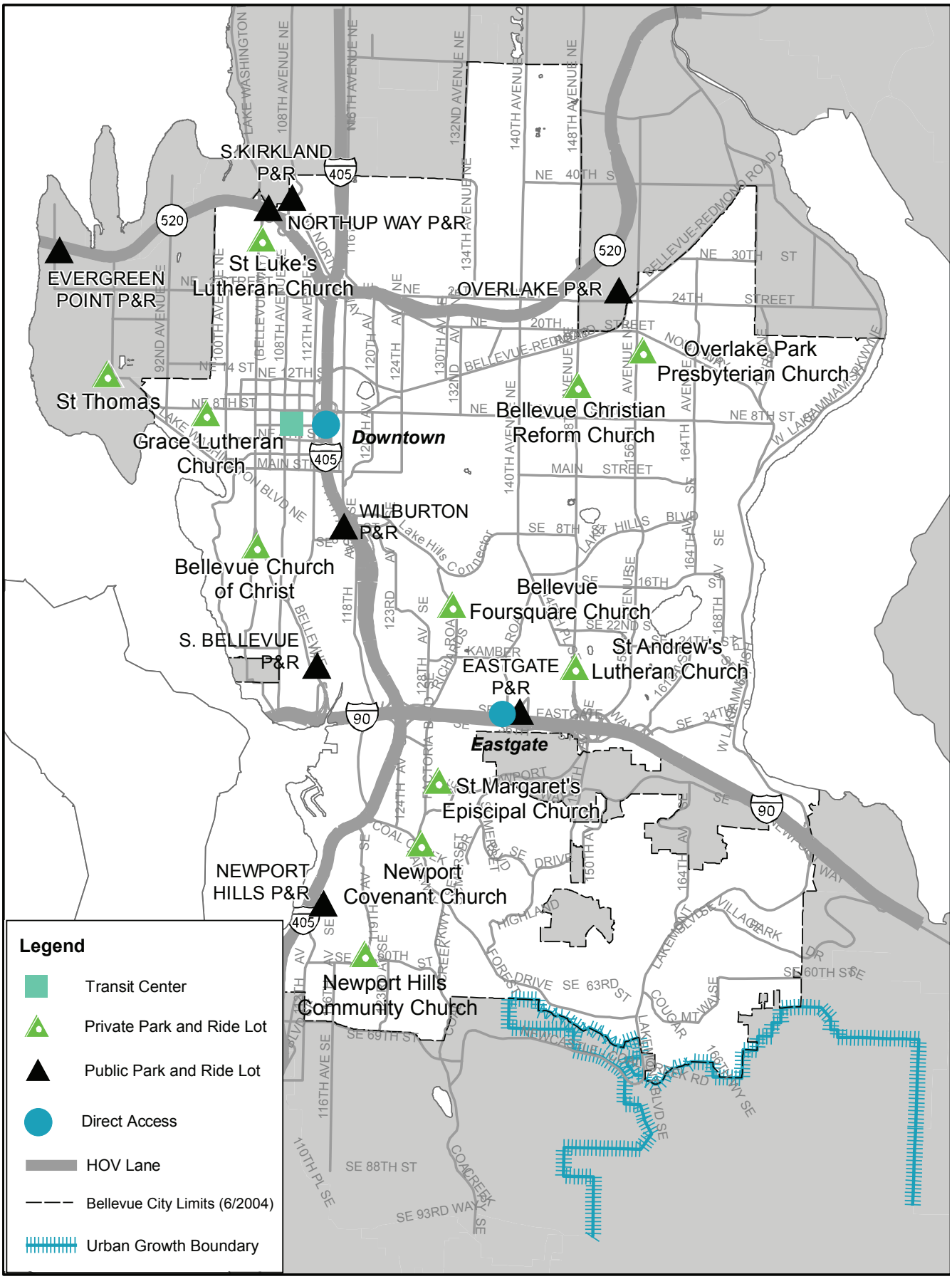
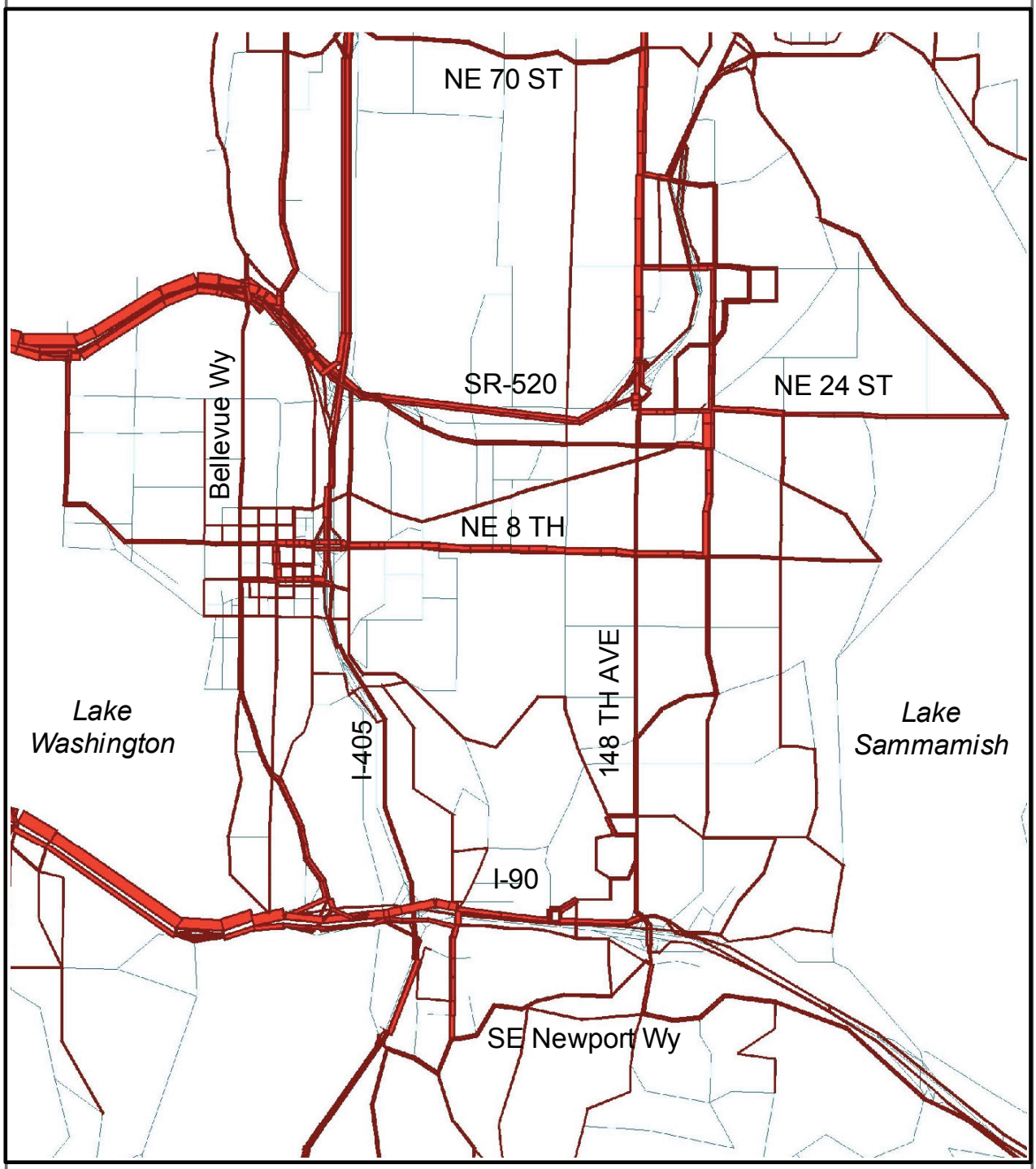


FIGURE TR.5

Existing Transit Facilities

TRANSIT PASSENGER VOLUMES (9/2004)



Number of transit passengers in the peak* hour

*** 4 - 6pm weekdays**

500

1000

1500

2000

2500

EMME2 Plot

FIGURE TR.6

Transit Passenger Volumes

N

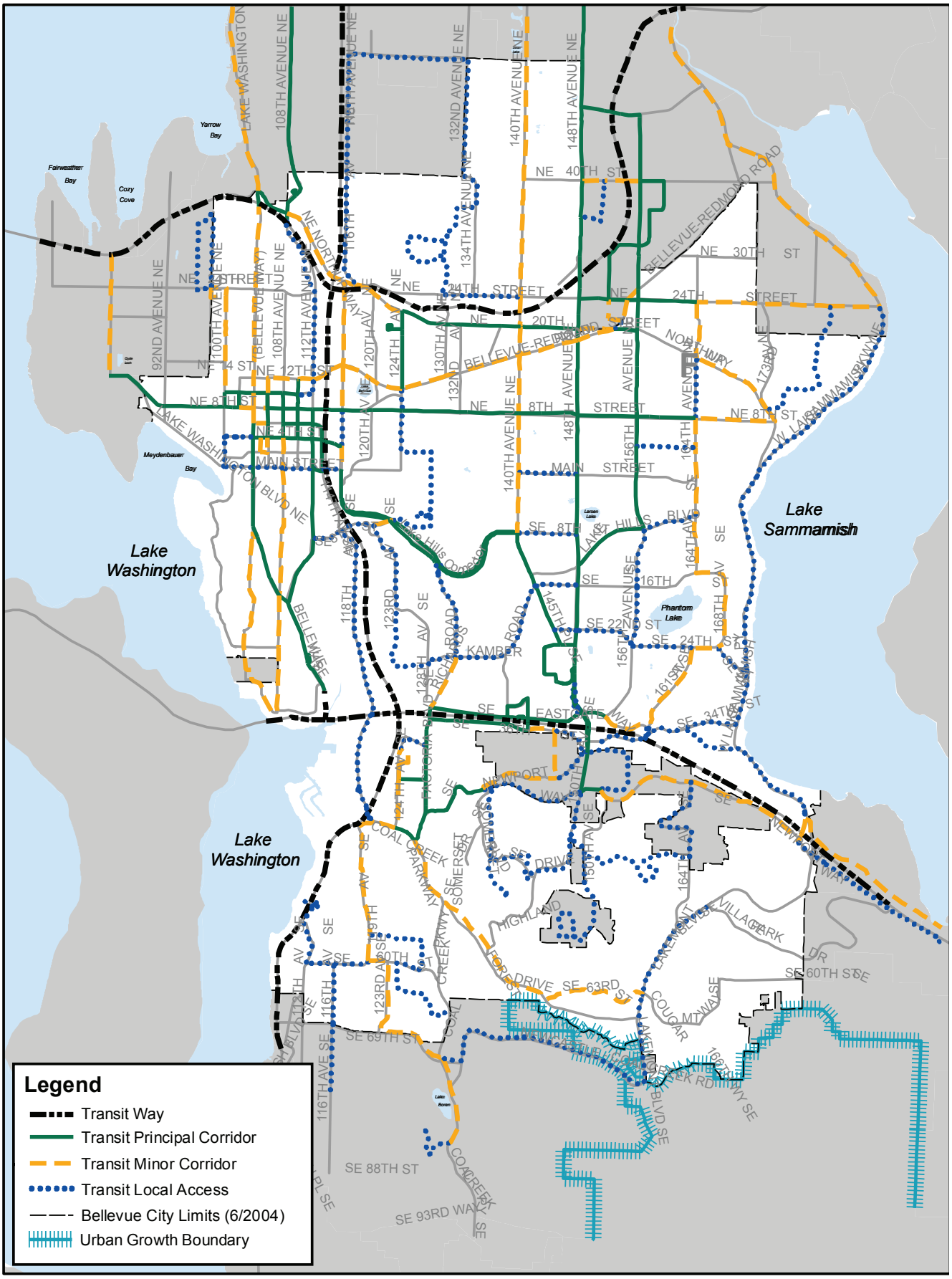
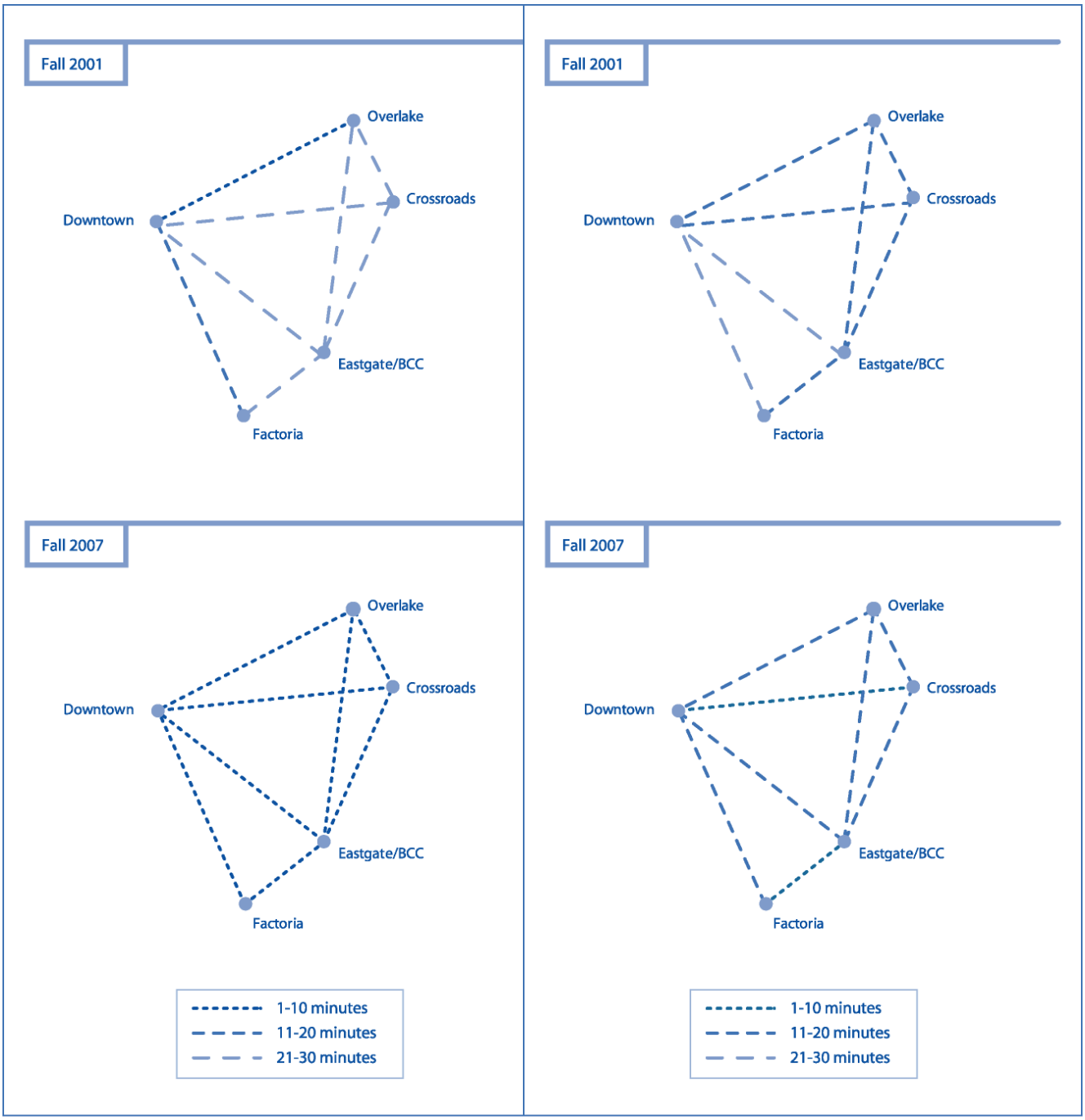


FIGURE TR.7

Bellevue Transit Priority Corridor Designations

N



Peak Hour Frequency Improvement Targets

Mid-Day Frequency Improvement Targets

Figure TR.8

10 Year Transit Vision

N

FIGURE TR.9
REGIONAL TRANSPORTATION VISION

Replaced by

FIGURE TR.10
SOUND TRANSIT 2005 LONG-RANGE PLAN

Per Ordinance 5834, Adopted by Bellevue City Council, August 4, 2008.

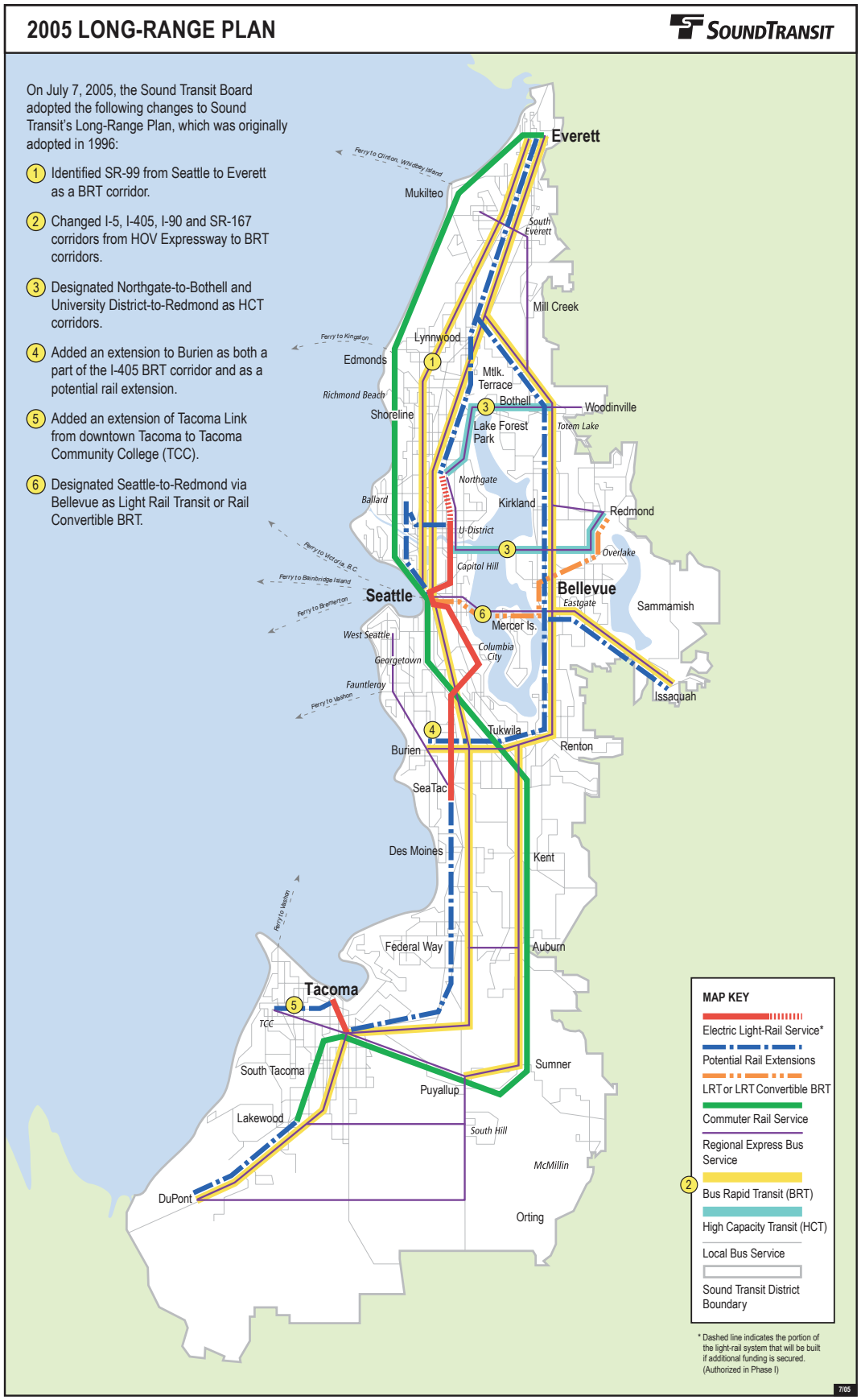


FIGURE TR.10

Sound Transit

2005 Long-Range Plan

N

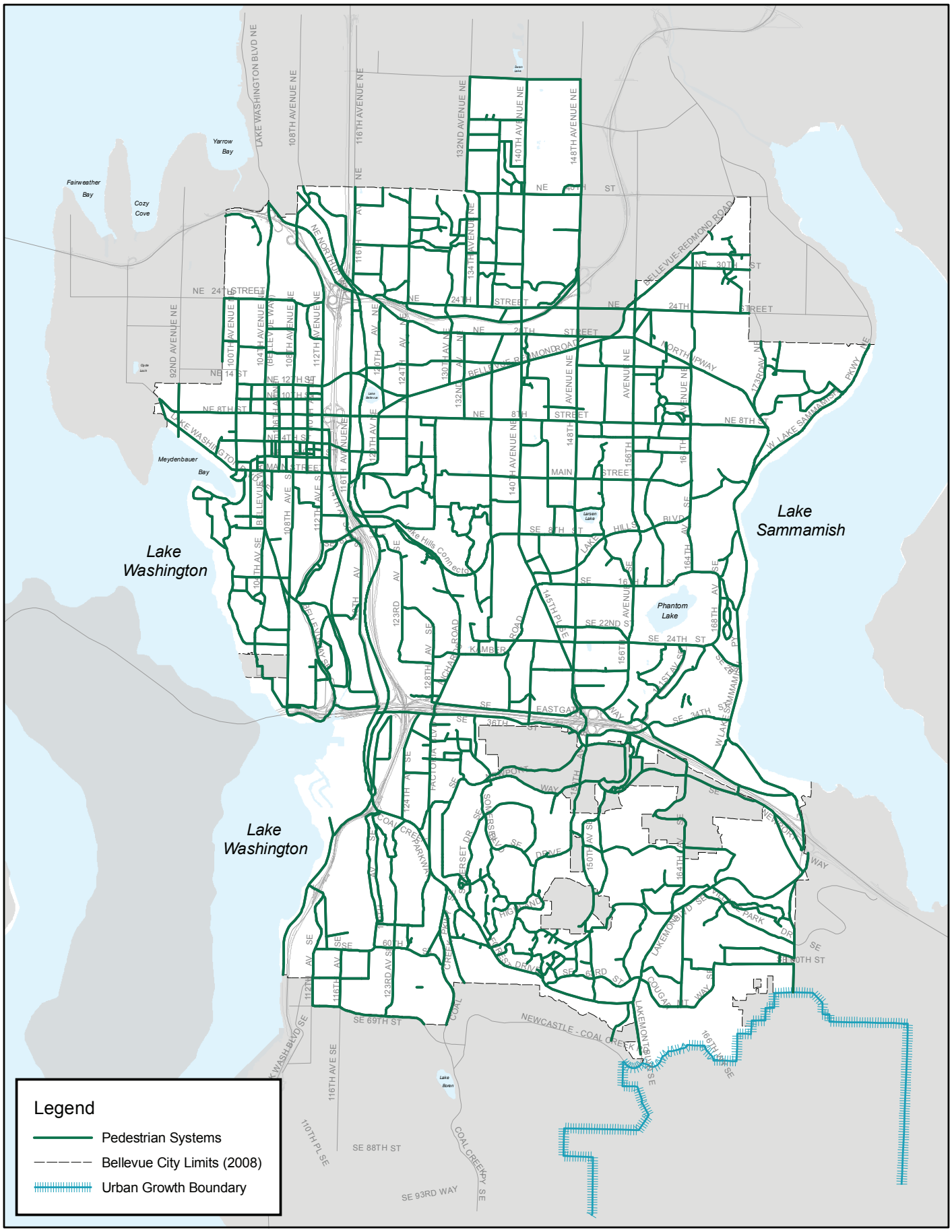


FIGURE TR-11

Pedestrian Network

N

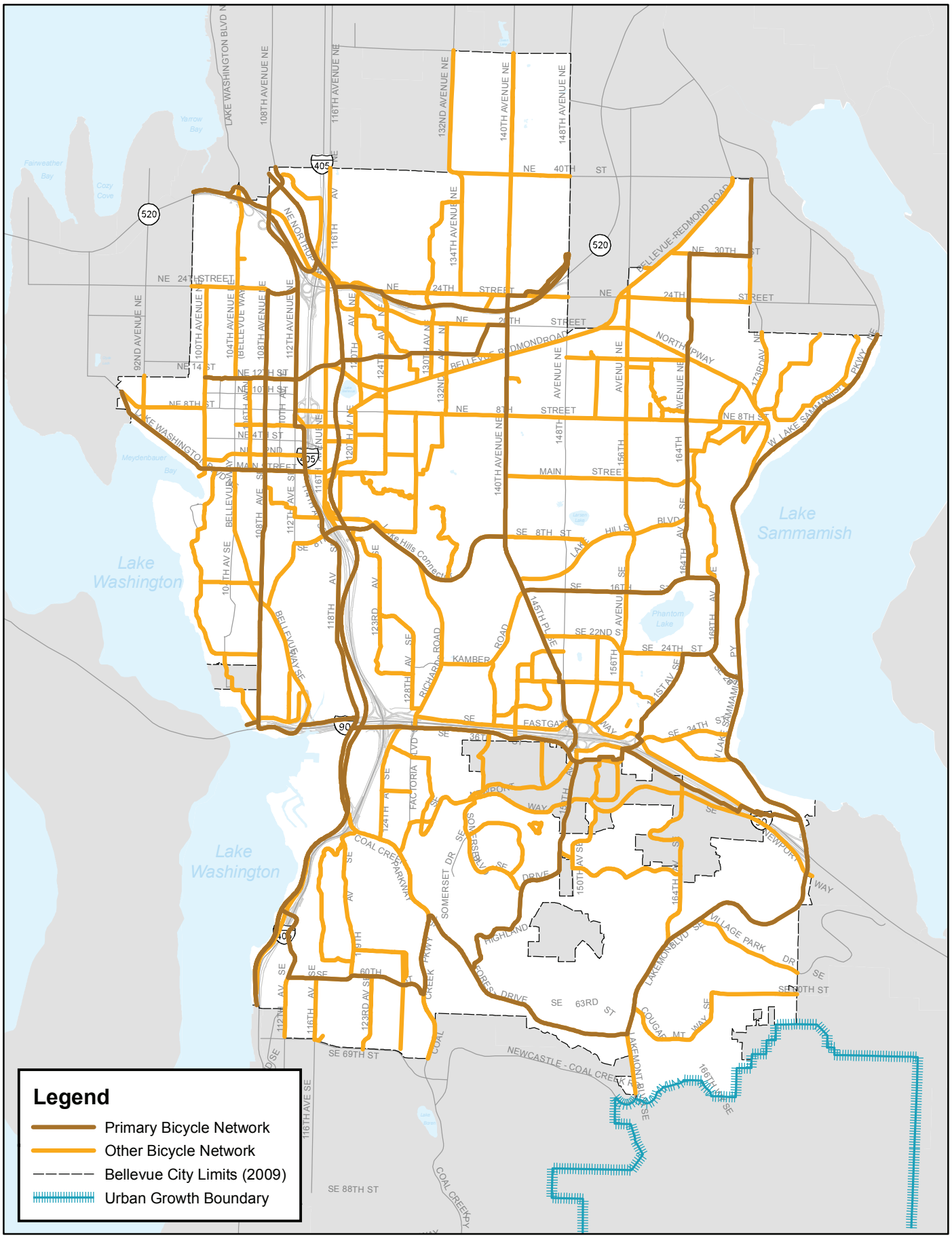


FIGURE TR-12

Bicycle Network

N

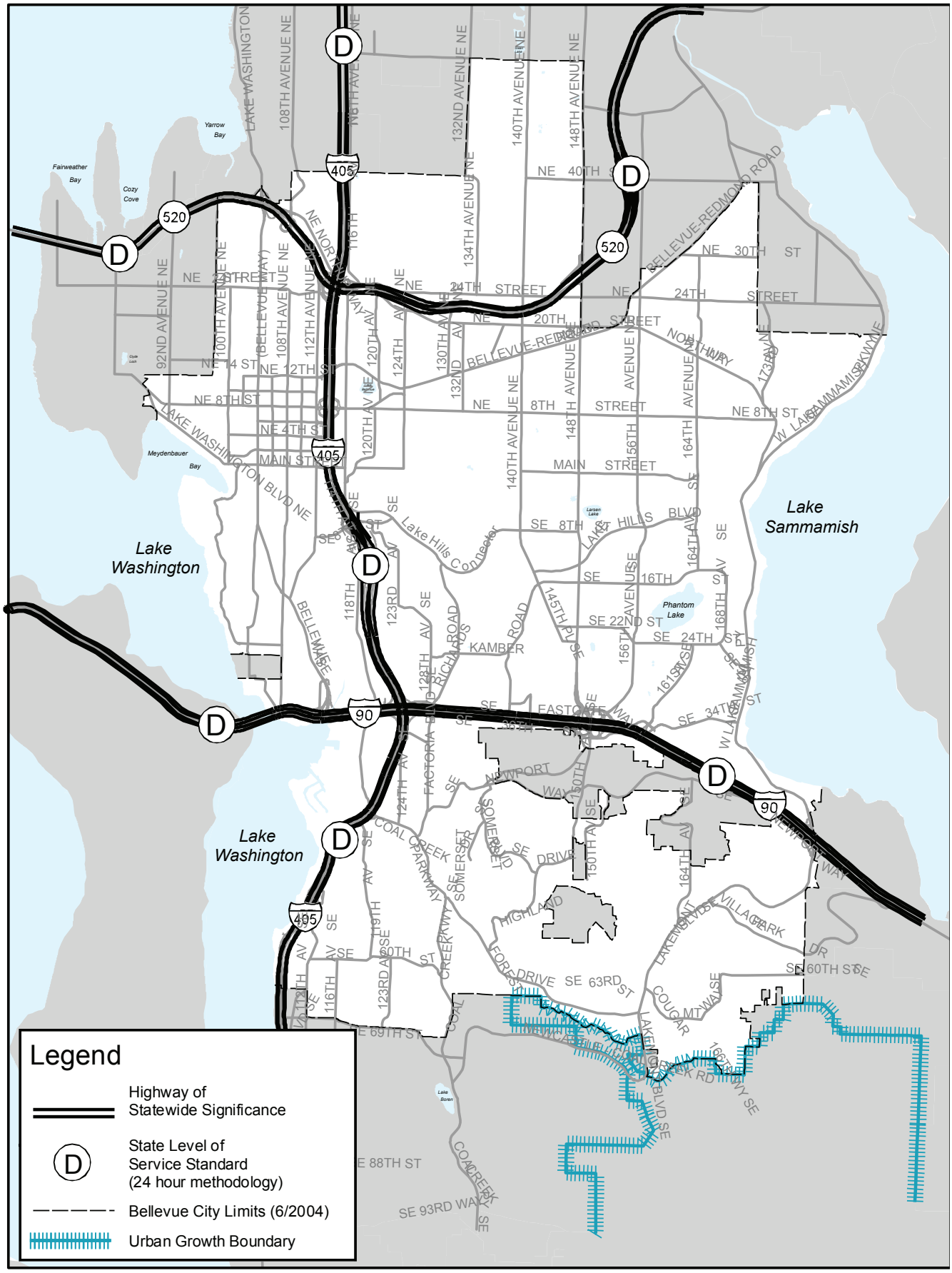


FIGURE TR.13
Highways of Statewide Significance

Table TR.1 *Area Mobility Targets*
(reference Policies TR-21, TR-36)

AREA	ROADWAY (Area Average Level of Service) See TABLE TR.2 for Descriptions	MODE SPLIT INCLUDING RIDESHARING (% commute trips by modes other than SOV)	
		2002	2005 Target
REGIONAL CENTER			
3 - Downtown	E+	32	40
MIXED COMMERCIAL RESIDENTIAL AREAS			
4 – Wilburton	D		
5 – Crossroads	D-	19	25
10 – Eastgate	D	26	35
12 – Bel-Red	E+	20	25
13 – Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 – N. Bellevue	D+	N/A for residential areas	
7 – S. Bellevue	D+		
8 – Richards Valley	D+		
9 – E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 – Bridle Trails	C	N/A for residential areas	
6 – NE Bellevue	C		
11 – Newcastle	C		
14 - Newport	C		

* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).

Table TR.1-A Bellevue 2005 Transit Mobility Targets

Mobility Management Area (MMA)	Description of Service	Route & Numbers	2005 Target Frequency (minutes)*	2000 Frequency (minutes)	Target Met
Downtown Areas					
3. Downtown					
	Establish shuttle service to meet local circulation needs		no service avail		
	Local Urban Services				
	Two-way service to Overlake	253/230	15/30/15/60/60	15/15/15/30/30	yes
	Two-way service to Crossroads	230/253	15/15/15/60/60	15/15/15/30/30	yes
	Two-way service to Eastgate	222/271/921	15/15/15/60/60	15/30/15/30/60	no
	Eastside Inter-Community Services				
	Two-way service to Totem Lake	230	30/60/30/-/-	30/30/30/60/60	yes
	Two-way service to Downtown Kirkland	230/234	30/60/30/-/-	30/30/30/60/60	yes
	Two-way service to Bothell	ST 565	30/60/30/-/-	15/30/15/60/60	yes
	Two-way service to Issaquah	271	30/60/30/-/-	30/30/30/60/30	yes
	Two-way service to Renton/Boeing	ST 565	30/60/30/-/-	15/30/15/60/60	yes
	Two-way service to Downtown Redmond	230/253	30/60/30/60/60	15/15/15/30/30	yes
	Two-way service to Sammamish Plateau		60/-/60/-/-	no service avail	no
	Regional Services				
	Express service to Downtown Seattle	ST 550	15/30/15/-/-	7.5/15/7.5/30/30	yes
	Express service to North Seattle	243	30/-/30/-/-	-/-/30/-/-	no
	Express service to Snohomish County	ST 530/31/32/35	30/-/30/-/-	15/30/10/60/60	yes
	Express service to Pierce County		30/-/30/-/-	no service avail	no
	All-day service to Downtown Seattle	ST 550	7.5/15/7.5/30/60	7.5/15/7.5/30/30	yes
	Capital Facilities				
	Expand Bellevue Transit Center	construction, 2001		hub in planning	yes
Mixed Commercial / Residential Areas					
4. Bel-Red/Northup					
	Local Urban Services				
	Two-way service to Crossroads	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
	Two-way service to Downtown	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
5. Crossroads					
	Local Neighborhood Services				
	New flexible service to serve Crossroads Hub to allow convenient transfers.	923			yes
	Local Urban Services				
	Two-way service to Eastgate	923	30/30/30/60/60	30/30/30/30/30	yes
	Two-way service to Overlake	230	30/30/30/60/60	30/30/30/60/60	yes
	Two-way service to Downtown	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
	Capital Facilities				
	Address over-capacity at Crossroads Hub			hub in planning	no
10. Eastgate					
	Local Neighborhood Services				
	Shuttle service to meet local circulation needs	921/923/222			yes
	Local Urban Services				
	Two-way service to Crossroads	923	15/30/15/60/60	30/30/30/30/30	no
	Two-way service to Downtown	271/921	15/30/15/60/60	30/30/30/60/30	no
	Eastside Inter-Community Services				
	Two-way service to Issaquah	271	30/60/30/-/-	30/30/30/60/30	yes
	Two-way service to Renton/Boeing	no	30/60/30/-/-	no service avail	no
	Two-way service to Overlake	222/225/229	30/60/30/-/-	30/30/30/30/30	yes
	Two-way service to Sammamish Plateau	no	30/60/30/-/60	no service avail	no
	Regional Services				
	Express service to Downtown Seattle	212/215/225/229	15/30/15/-/-	15/30/15/-/-	yes
	Capital Facilities				
	Address over-capacity parking at Eastgate Hub	design phase			no

Residential Group 1					
1. N. Bellevue					
	Local Urban Services				
	Two-way service to Downtown along Bellevue Way	230/261/271/272	15/30/15/-/60	15/30/15/30/30	yes
7. S. Bellevue					
	Local Urban Services				
	Two-way service to Downtown along Bellevue Way	ST 550	15/30/15/-/60	7.5/15/7.5/30/30	yes
	Regional Services				
	Express service to Downtown Seattle	ST 550	15/30/15/-/-	7.5/15/7.5/30/30	yes
	Capital Facilities				
	Address over-capacity parking at the S. Bellevue Park and Ride	n/a	hub in planning	n.a.	
8 Richards Vly					
	Local Neighborhood Services				
	Establish shuttle service to provide access to the Eastgate transit hub	271/921			yes
	Two-way service between Downtown Bellevue and the Eastgate hub	921	15/30/15/30/60	30/30/30/60/30	no
9. E. Bellevue					
	Local Neighborhood Services				
	Establish shuttle service to meet local circulation needs	222	30/30/30/30/30	30/30/30/60/30	no
	Local Urban Services				
	Two-way service between Eastgate and Crossroads	923	15/30/15/-/60	30/30/30/30/30	no
	Eastgate Inter-Community Services				
	Two-way service between Overlake and Eastgate	225/229	15/30/15/-/60	30/30/30/60/30	no
Residential Group 2					
2. Bridle Trails					
	Local Neighborhood Services				
	Establish shuttle service to provide access to the Overlake transit hub		no service avail.	no	
6. NE Bellevue					
	Local Neighborhood Services				
	Establish shuttle service to access Overlake and/or Crossroads hubs		no service avail.	no	
11. Newcastle					
	Local Neighborhood Services				
	Establish shuttle service to provide access to the Factoria transit hub.	222		30/30/30/60/30	yes
	Re-evaluate demand for 2-way service & other service options along Lakemont Blvd. from I-90 to Forest Dr. before Lakemont Blvd. complete		no service avail		no
14. Newport					
	Local Neighborhood Services				
	Establish shuttle service to provide access to transit hub	219/925			yes
	Local Urban Services				
	Two-way service to Factoria	219	30/30/30/-/60	60/-/60/-/-	no
	Regional Services				
	Peak period service to Downtown Seattle	114	15/-/15/-/-	30/30/30/60/30	no
	Capital Facilities				
	Build new transfer facility in Coal Creek Area	WSDOT	work not begun		no

**Frequencies in minutes are set for a.m. peak/midday/p.m. peak/evening/weekend services.*

Table TR.1-B *Pedestrian and Bicycle Mobility Targets*

Current value (end 2003)		***2005 Target***	
System Completion	CI value	*System Completion*	*CI Value*
60%	50.4	*61%*	*64*
36%	21.4	*39%*	*25**

**calculated value is 24.9*

The System Completion value indicates the *supply* of facility: i.e., the extent to which segments on the respective systems have been completed with any improvements identified as needed in the Pedestrian–Bicycle Plan.

The Connectivity Index (CI) value indicates the extent to which the completed segments are *connected* to one another, rather than disjoint.

For the Bicycle System, the Connectivity Index value also captures the *relative importance* of the completed lengths, as different weights are assigned to completed segments of primary, secondary and tertiary routes.

In addition, the Connectivity Index value for the Bicycle System captures existing conditions along route segments which are not yet completed to the standard specified in the Pedestrian–Bicycle Plan, but which currently offer reasonably adequate accommodation for bicyclists in both directions (two-way–e.g., Eastgate Way from Richards Road to Eastgate Park & Ride.)

For both the Pedestrian System and the Bicycle System, it is desirable to have a Connectivity Index value that is higher than the System Completion value, as that is an indication that the completed segments are better integrated and thus add up to more than the sum of their parts.

Table TR.2 *Average Intersection Levels Of Service (LOS) Definitions*
[Range of Volume-to-Capacity Ratios with User Impressions]

LOS Categories	Average Volume-to-Capacity Ratios	Description (Subjective Impression of User)
LOS A	Less than or equal to 0.600	Highest drive comfort. Little delay. Free flow.
LOS B	0.601 - 0.70	High degree of drive comfort. Little delay.
LOS C	0.701 - 0.80	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D	LOS D+ *(High D)* 0.801 - 0.85	Some driver frustration. Efficient traffic operation.
	LOS D- *(Low D)* 0.851 – 0.90	Increased driver frustration. Long cycle length.
LOS E	LOS E+ (High E) 0.901 - 0.95	Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.
	LOS E- *(Low E)* 0.951 - 1.00	At capacity. High level of congestion. High level of driver frustration.
LOS F	Greater than or equal to 1.001	Breakdown flow. Excessive delays.

Table TR.3 *Traffic Inventory of State Highway Facilities in Bellevue*

State Functional Class: U-1. Urban - Principal Arterial, U-5. Urban - Interstate

State Route	Milepost #	Posted Speed (mph) (kmph)	2002 Average 2-way Daily Traffic	Truck %	Total Number of Lanes		Comment
					General Purpose	High Occupancy Vehicle	
I-90							
	8.88	60 *(97)*	132,000	6%	4 W/B 3 E/B	1WB 1E/B 2 Reversible	Enters Bellevue from the west at MP 8.74
	10.82	60 (97)	145,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	Crosses under I-405 at MP 9.92
U-5	11.57	60 *(97)*	90,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	Crosses under 148th Ave SE at MP 11.45
	12.41	60 *(97)*	122,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	
	13.69	60 *(97)*	105,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	Exits Bellevue at MP 13.79
I-405							
	9.26	60 *(97)*	137,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	Enters Bellevue from the south at MP 8.44
	9.61	60 *(97)*	145,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	
U-5	10.18	60 *(97)*	132,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	Crosses over I-90 at MP 11.10
	11.16	60 *(97)*	103,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	
	11.69	60 *(97)*	187,000	7%	3 N/B 3 S/B	1 N/B 1 S/B	Crosses over SE 8th Street at MP 12.80
	13.04	60 *(97)*	201,000	7%	3 N/B 3 S/B	1 N/B 1 S/B	Crosses under NE 8th Street at MP 13.82
	15.94	60 (97)	180,000	7%	4 N/B 3 S/B	1 N/B 1 S/B	Crosses over SR-520 at MP 14.75 Exits Bellevue at MP 15.84
SR-520							
	5.39	60 (97)	101,000	3%	2 W/B 2 E/B	1 W/B	Enters Bellevue from the west at MP 5.6
	5.99	60 (97)	83,000	3%	2 W/B 2 E/B	1 W/B	Crosses under I-405 at MP 6.93
U-1	7.35	60 (97)	101,000	3%	3 W/B 2 E/B	1 W/B	Crosses over 140th Ave NE at MP 8.55
	9.60	60 (97)	91,000	3%	2 W/B 3 E/B	1 W/B 1 E/B	Exits Bellevue at MP 9.19

Table TR.4 *Trip Types on State-Owned Highways in Bellevue*

Trip Type	I-405	SR-520	I-90
Regional through trips	39.1%	53.4%	37.2%
Regional outbound trips	30.0%	22.6%	30.1%
Regional inbound trips	23.9%	21.5%	27.3%
Local trips	7.1%	2.6%	5.4%
Total trips	100%	100%	100%

Based on projected PM Peak-Hour conditions*

**Source: The City of Bellevue 2010 Transportation Facility Plan Travel Demand Model (1998 EIS Version).*