

2007 Pedestrian and Bicycle Transportation Plan Policy Framework

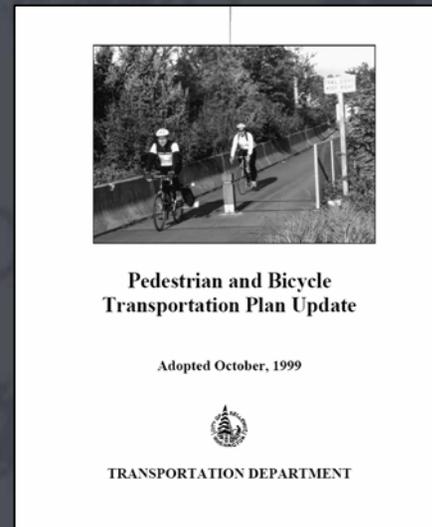
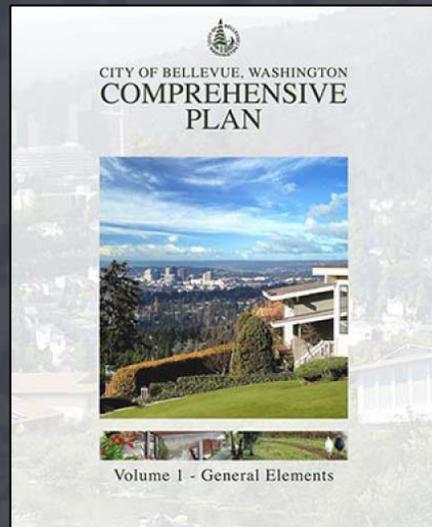


Transportation Commission
November 29, 2007



Purpose of Briefing

- Discuss potential policy changes based on Commission discussion and direction on October 25
- Review and comments on proposed new organizational framework for policies
- Review and comments on draft vision statement, overall goals, “objective-based” policies



Components of Pedestrian & Bicycle Plan

Introduction

Highlights of 2007 Plan

Relationship of 2007 Plan to Other Plans

Development of the 2007 Plan

Needs Assessment

Existing Conditions (Current Funding, Public Attitudes, Collisions)

Unmet Needs (1999 Network Completion)

Policy Framework

Goals, Objectives, and Policies

Pedestrian, Bicycle, & Trail Network

System Network

Project Lists

Plan Implementation

Prioritized list of pedestrian and bicycle facilities

Cost Estimation

Funding Strategy

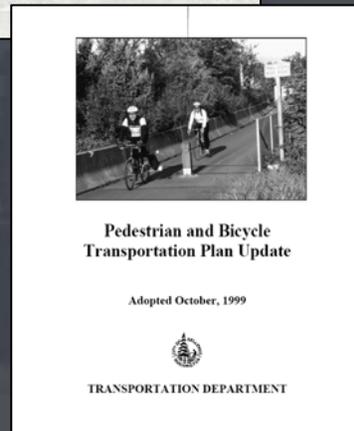
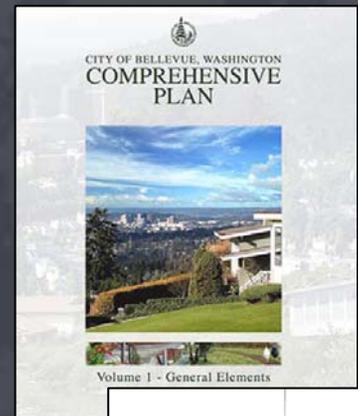
Performance Monitoring

Overall Plan/Policy Framework



Existing Pedestrian/Bicycle Plan Policy Framework

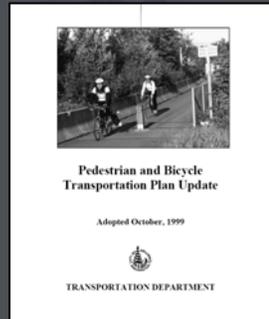
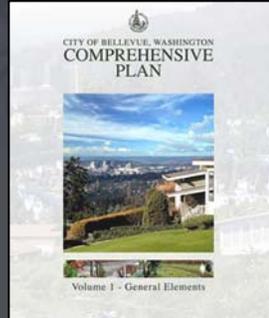
- A large number of policies contained in existing plans that support the pedestrian and bicycle system (Attachment B)
- Policies found in several parts of the Comprehensive Plan
 - Transportation Element
 - Parks, Open Space, Recreation Element
 - Land Use Element
 - Urban Design Element
- Many policies also included in 1999 Pedestrian and Bicycle Plan (not specifically referenced in the Comprehensive Plan)



Policy Framework

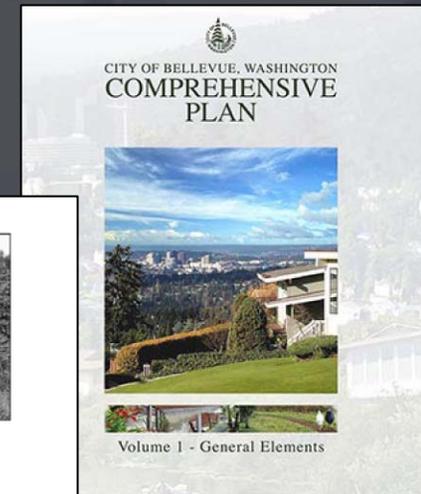
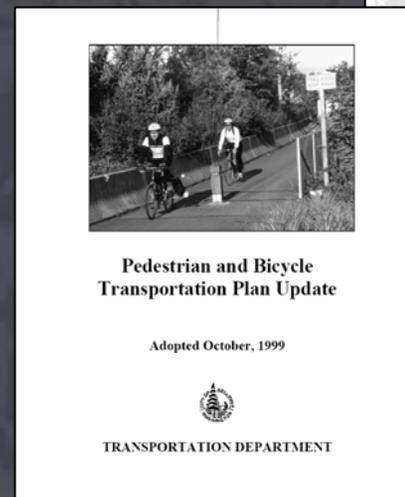
Transportation Commission Comments (October 25)

- Need better organization of policies
- There are lots of different types of projects; policy direction should be different for these
- Need to better articulate the need to have a complete, connected system
- Consider separate policies for bikes, pedestrians, and trails (difficult to do under existing Comprehensive Plan framework)
- Consider major changes to policy framework if that is what is needed
- Policies should focus on the need to make connections
- Develop vision statement
- Develop policies that articulate broader objectives
- No direction to do more work on “complete streets”



Consider Changes to Policy Framework

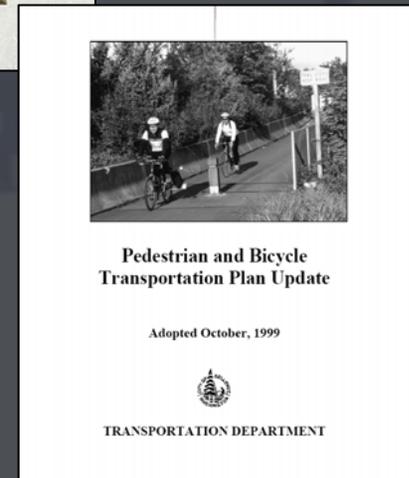
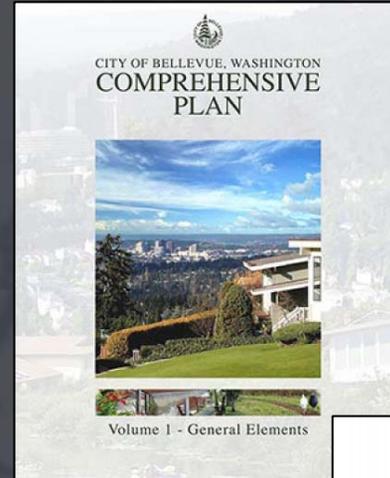
- Better organization of goals and policies
- Develop policy statements that better articulate what we are trying to accomplish with the plan update
 - Vision Statement
 - Overall goal statement
 - “Objective-based” policies



Policy Framework

Proposed Policy Organization

- Overall Goals/Vision Policies
 - Vision Statement
 - Broad Goal Statement
 - “Objective-based” policies
- Overall System Policies
 - System
 - Integrated Network
 - Prioritization
- Regional Coordination Policies
- Accessibility/Special Needs Policies
- Implementation Policies
 - Design
 - Development Review
 - Transit
 - Maintenance
 - Education/Enforcement
- Plan Administration



Draft Vision Statement

Bellevue will be a city where all residents, regardless of age or physical ability, can safely and conveniently walk or bicycle to destinations within their neighborhood, the city as a whole, and the greater Eastside and region



“Goal” Statement for Plan



Provide Transportation Choices.



Encourages health and fitness, and provide recreation



Support All Users



Provide safe environmental for all



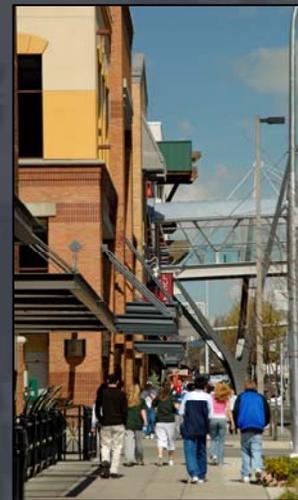
Improves the quality of life.



Support Transit



Good for the environment.



Support Economic Development.

“Objective-based” Policies

- Compatible with Transportation Department Strategic Plan direction
- Examples:
 - *“Within (5 or 10) years of plan adoption, Bellevue will have fully completed, constructed, and integrated bicycle routes that connect the north-south and east-west boundaries of the city limits, and connect to the broader regional system”*
 - *“Within 10 years of plan adoption, 5 percent of all trips of less than 1 mile within Bellevue will be done on foot”*
 - *“Within 10 years of plan adoption, pedestrian/vehicle and bicycle/vehicle accidents will be reduced by 25 percent”*
- These types of policies, if adopted, will influence the prioritization system for plan implementation

Prioritization Framework

Current Comprehensive Plan Policy TR-79

Assign a high priority to pedestrian and bicycle projects that:

1. Address safety issues;
2. Provide access to activity centers such as schools, parks, and commercial areas;
3. Provide accessible linkages to the transit and school bus systems;
4. Complete 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; and
6. Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.”

Objectives of Proposed Prioritization Framework

- Evidence-based
- Simple to use
- Consistent and Fair
- Aligned with existing processes and priorities

Draft Project Prioritization

October 25th Transportation Commission Meeting

**Corridor
Conditions
= 45 points**

**Social
Justice
= 15 points**

**Destination
Network
= 40 points**

Category	Points
Severity of problem (how many collisions have occurred)	15
Roadway arterial classification	10
System linkage (connectivity to other sidewalk/bikeway facilities)	10
Bus stop level ridership (1/4 mile proximity)	10
Vehicle ownership (%)	5
Below poverty level (%)	5
Under 18, 65 or over (%)	5
Park proximity (%)	5
School proximity (%)	5
Community center/social service/library proximity (%)	5
Office proximity (%)	5
Retail proximity (%)	5
Major employment center (Comprehensive Plan)	5
Housing density (Comprehensive Land Use Plan)	10

100

Direction Sought by Commission

- Comments on proposed overall amendments and organizational structure of policy framework
- Specific comments/revisions to:
 - Vision statement
 - Overall Goal Statement
 - “Objective-Based” policies
 - Other policy amendments to consider?
- Based on direction, more staff work will be done on policies for further discussion and deliberation with the Commission (and possible action) at the January 24 meeting



Questions/Discussion