TRANSPORTATION

WHAT YOU WILL FIND IN THIS CHAPTER

- Information about transportation needs in Bellevue, including current conditions, future projections, and opportunities and challenges.
- A description of the city's multimodal mobility strategy to support the land use vision and urban livability expectations of Bellevue residents, employees, and visitors.
- Goals and policies that implement the mobility strategy and direct the city's transportation investments.
- Goals and policies for serving the mobility needs of projected growth in Bellevue, as required by the Washington State Growth Management Act.

TRANSPORTATION VISION

MOVING INTO, AROUND AND THROUGH BELLEVUE IS RELIABLE AND PREDICTABLE.

Bellevue is connected to the region, enabling local and regional access for businesses and neighborhoods. Safe and reliable mobility options, including walking, biking, transit and car, take people where they need to go. The City's transportation system integrates leading safety and efficiency technology.

INTRODUCTION

WHAT IS MULTIMODAL MOBILITY?

A multimodal mobility strategy is designed to address more than one "mode" (or method) of transportation for people to get to/from and within Bellevue. The city's multimodal mobility strategy incorporates policies for all mobility options, including walking, bicycling, riding transit, and driving.

Multimodal planning considers the modes of transportation and the context as inputs to design and investment decisions.

The Transportation Element provides both broad and detailed policy direction to guide programs, priorities, design, and investments that address local and regional mobility. Mobility in Bellevue means providing people with an assortment of mobility options that help people get where they need to go. Not only does the transportation system support this fundamental mobility function, it contributes to a quality of life that Bellevue residents expect, and that attracts employers and businesses.

This plan integrates land use planning with transportation planning and investments. It emphasizes that the transportation system supports the city's land use vision and livability by providing options for people to get to the city as well as travel within the city. This vision promotes Downtown Bellevue as a regional Urban Center, identifies areas of activity in BelRed, Eastgate, Factoria, and Crossroads, and emphasizes stability within predominantly single family neighborhoods. The transportation system is designed and scaled to meet the future travel demand and to reflect or enhance the character of the community. Mode of travel, capacity and design for each mode, and priorities for mobility along right-of-way corridors reflect the intensity and mix of land uses and the expectations for safety and livability. Mobility options consider and accommodate the needs of underserved populations, including persons with disabilities, the elderly, the young, and low-income households.

TODAY'S CONDITIONS AND TOMORROW'S PROJECTIONS

TRANSPORTATION TODAY AND TOMORROW

As population and employment in Bellevue have grown, traffic volume on many of Bellevue's arterial streets has held relatively steady. This has been accomplished through a transportation strategy that emphasizes walking, bicycling, and transit, coupled with growth focused in mixed use, transit-rich, walkable neighborhoods. More people are choosing to live closer to where they work and are using a variety of options to get around.

Bellevue will continue to emphasize walking, bicycling, and transit use as essential components of mobility in a livable city, while providing roadways that operate efficiently. New transit service, including Rapid Ride bus service and the planned East Link light rail, will provide additional mobility options while supporting compact, mixed-use development near transit stations. Bellevue will support transit use by prioritizing service on a frequent transit network described in detail in the city's **Transit Master Plan**.

To ensure getting around Bellevue on foot is easy and safe, and bicycling facilities accommodate riders of all ages and abilities, Bellevue implements and maintains a system-in accordance with the **Pedestrian and Bicycle Transportation Plan**. This plan includes policies, design standards and a comprehensive and prioritized project list.

CHALLENGES AND OPPORTUNITIES

Bellevue continues to evolve toward a community where people can easily get around by walking, bicycling and riding transit, and driving remains an important mobility option. In this evolutionary process, the city faces several challenges and opportunities to better serve the mobility needs of Bellevue residents, employees, and visitors.

WHAT DOES IT MEAN?

- For the foreseeable future, private automobiles will continue to carry the majority of daily trips in Bellevue, and the city will continue to improve its roadway network, including regional highways, to provide a high level of mobility for people and freight.
- Bellevue's strategy of promoting walking, bicycling, and transit has allowed traffic volumes on arterial streets to remain steady, even as population and employment in the city have grown.
- More residents are choosing to live in walkable neighborhoods near where they work and they use a variety of transportation modes. Transit Oriented Development strategies ensure that essential components of livability accompany transit investments and new development to provide a high quality of life for residents and employees near the frequent transit network. The Puget Sound Regional Council provides guidance to communities in the **Growing Transit Communities Strategy** report and Bellevue is a member of the regional Growing Transit Communities Compact.
- Light rail transit service coming to Bellevue will increase transit service and expand connectivity to the region.
- Bellevue is committed to protecting neighborhoods from cut-through traffic, parking spillover, and transportation-related visual impacts.

Mobility Goals and Metrics

To create a community where people can easily move about using a variety of travel modes, the city will establish goals and metrics for all modes. Traditionally, mobility standards have focused on the level of service for vehicles. Going forward, goals and metrics will also measure mobility for people traveling on foot, by bicycle, and on transit.

Expanded Transit

East Link light rail will have six stations in Bellevue, serving a wide range of neighborhoods and providing connections within Bellevue and to the region. Station area plans will ensure good local access and appropriate land uses. As Bellevue prepares for East Link, the community will also plan for future high capacity transit lines connecting to regional destinations and make decisions on local transit funding to meet rapidly increasing demand.

Mobility Options

Transportation planning and investments will provide options for people to travel within neighborhoods, along corridors, and to regional destinations. Transportation system investments will incorporate design for safety, connectivity, and preservation of neighborhood character, while striving to reduce congestion, to move more people within a limited right-of-way.

Maintaining What We Build

A sidewalk is usable by everyone only when it is free from barriers like root heaves. Bicycle lanes provide dedicated space for bicycle riders only when they are free of debris. Roadways are best for cars, trucks and buses only when there are not potholes. Bellevue must continue to invest in preventative maintenance to ensure the transportation system serves everyone.

BELLEVUE'S TRANSPORTATION PLAN

REGIONAL TRANSPORTATION COORDINATION

Roads, bicycle trails, and transit systems often cross jurisdiction lines and agency responsibilities. Effective regional relationships are required to address regional mobility issues. Bellevue is an active partner with the federal, state, and county governments and the transit providers that are responsible for the regional transportation facilities that serve the city.

Within Bellevue, I-90, I-405 and SR-520 provide regional mobility and serve as the backbone of the transit system and freight network. The I-90 and SR 520 corridors accommodate regional trails, while the planned trail on the Eastside Rail Corridor parallel to I-405 will provide an important north-south connection. Bellevue advocates for a highway system that keeps pace with population growth and economic activity by incorporating technology, demand management, and infrastructure improvements. Key mobility principles include interconnectivity, accessibility, speed, and reliability.

A resilient transportation system is achieved through design that is multimodal and redundant, together with maintenance that protects the community's investments. Coordinated disaster response plans on the regional and local level can help ensure effective emergency response and mobility for business and personal needs.

ROADWAYS

While a primary function of roadways is to accommodate the private auto, the street system also supports transit and rideshare vehicles, freight movement, bicycling, and walking. Daily vehicle trips have plateaued or declined on many Bellevue arterials, and in an era of growth, this suggests people are choosing other mobility

WHAT IS "LEVEL OF SERVICE"?

Level of Service (LOS) is a measure of operating conditions for a transportation system. Bellevue has traditionally based LOS metrics and standards on the vehicular capacity of a roadway intersection expressed as a ratio of volume to capacity. A scale of A to F reflects the ease of traffic flow or an evaluation of driver frustration, as described in Figure TR-1. Adopted LOS standards vary across the city depending on such factors as land use and available mobility options, as shown in Map TR-1.

LOS ratings for transit, walking and bicycling would be based on quantitative and qualitative factors relevant to those modes of travel. This element contains policies regarding LOS standards for multiple modes of travel, specifically policies TR-22, TR-29, and TR-30.

options. Therefore Bellevue places greater emphasis on moving people along roadway corridors than on moving vehicles.

For the foreseeable future, the private auto will carry the majority of daily trips within Bellevue, and the city will provide capacity to serve travel demand and meet level of service standards. An improved roadway network that operates efficiently is one element of the balanced transportation system. Bellevue will establish level of service standards for all modes, recognizing that roadway corridors provide multiple mobility functions with priorities that may vary between locations and times of day.

Figure TR-1. Vehicular Level of Service Categories

Category	Average Vehicular Volume-to-Capacity Ratio	Description (Subjective Impression of Driver)
LOS A	< = 0.600	Highest driver comfort. Little delay. Free flow.
LOS B	0.601 - 0.700	High degree of driver comfort. Little delay.
LOS C	0.701 - 0.800	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D		
LOS D+ (High D)	0.801 - 0.850	Some driver frustration. Efficient traffic operation.
LOS D- (Low D)	0.851 - 0.900	Increased driver frustration. Long cycle length.
LOS E		
LOS E+ (High E)	0.901 - 0.950	Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.
LOS E- (Low E)	0.951 - 1.000	At capacity. High level of congestion. High level of driver frustration.
LOS F	> = 1.001	Breakdown flow. Excessive delays.

TRANSPORTATION DEMAND MANAGEMENT

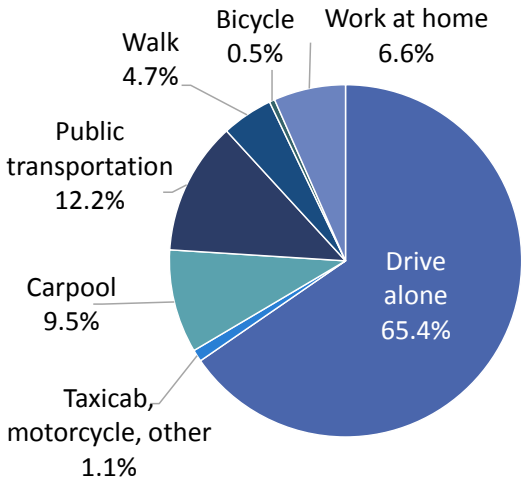
Through implementation of transportation demand management (TDM) strategies, the city helps people reduce the number of trips they take alone in a private vehicle and the vehicle miles they travel. Figure TR-2 shows the 2013 mode share for commute trips taken by Bellevue residents. TDM tools help manage congestion, reduce spending on roadway capacity and parking, lessen environmental and neighborhood impacts of transportation, and meet non-drive-alone mode share targets, as shown in Figure TR-3.

TDM policies include three components, used most effectively in combination:

- **Influencing mode choice.** 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.** Efforts to inform people about mobility options and promote changes in mode choice.
- **Improving services and facilities.** Bellevue's investments in pedestrian and bicycle facilities promote the use of those modes, while partnerships with others in the region can expand the high-occupancy vehicle lane system and improve transit service.

Carpools and vanpools are attractive and convenient options for many commuters and can work where public transit service is lacking or inconvenient. Sustaining a successful ridesharing program requires both the public and private sectors to participate. The public sector can build infrastructure to support walking, bicycling, and ridesharing, while cooperation between public and private groups, employers, and residents can create an environment conducive to non-single-occupant-vehicle travel.

Figure TR-2. Mode Used by Bellevue Residents to Commute to Work (2009-2013)



Source: American Community Survey - 2009-2013

Regional coordination enhances the effectiveness and equity of TDM actions. Bellevue coordinates with other Eastside jurisdictions and transit service providers in developing and implementing compatible TDM programs.

Figure TR-3. Commute Trip Non-Drive-Alone Mode Share Targets

Worker population	2012 Existing	2035 Target
Citywide Residents	35%	45%
Citywide Workers	26%	40%
Downtown** Workers	29%	65%

**Includes public transportation, private commuter buses, carpool, walk, bicycle, and work at home.*

***Downtown is Bellevue's Regional Growth Center and Mobility Management Area # 3.*

Sources:

2012 Existing: U.S. Census Bureau, Commuting to Work, all modes except "Car, truck, or van - drove alone."

Citywide Workers and Citywide Residents: 2011-2013 American Community Survey 3-year estimates.

Downtown workers: Census Transportation Planning Package based on data from the 2006-2010 American Community Survey 5-year estimates for census tracts 238.03 and 238.04.

2035 Target:

Rounded values, derived from the City of Bellevue travel demand model's forecast for average daily commute trips by motorized modes, with adjustment to include nonmotorized and work from home modes (proportions for these modes were assumed to be the same as in existing surveys).

TRANSIT

Bellevue's Transit Master Plan describes a transit system that serves residents, employees, and businesses and connects the city to the region, with a partnership between the city and the transit providers. The Transit Master Plan is a forward looking document that builds on the existing transit system. Up-to-date transit routes, schedules, and trip-planning tools can be found at the **King County Metro** and **Sound Transit** web sites. Policies acknowledge the need to maintain and enhance transit service for Bellevue and to advocate for significant additional high capacity transit service.

Recommendations in the Transit Master Plan address the priorities for future transit service and the capital facilities that support those services. The Transit Master Plan calls for a transit system that provides abundant access, establishes a frequent transit network, implements speed and reliability enhancements, and improves pedestrian and bicycle access to transit stops and stations.

Especially for commuter trips and increasingly throughout the day, high capacity transit (HCT) will be an important part of the overall transportation system. HCT may include a mix of commuter rail, light rail, express bus services and facilities and/or other transit technologies that operate within a fixed guideway, dedicated right-of-way, or freeway/express facility.

East Link light rail will serve Bellevue by 2023 with six stations in the city. A Sound Transit Long Range Plan provides for planning and designing transit system expansion while currently funded projects are under construction. Bellevue participates with Sound Transit in planning for high capacity transit to serve the city. Priorities include detailed system design, preservation of right-of-way, and station area planning, along with other needs to be identified as the system progresses.

PEDESTRIAN AND BICYCLE TRANSPORTATION SYSTEM

Pedestrian and bicycle facilities are vital to Bellevue's transportation system. An integrated, connected, and safe pedestrian and bicycle system increases mobility and provides convenient access to schools, work, transit, and parks.

Building and maintaining a seamless network of walkways, bikeways, and off-street trails requires a coordinated effort that is documented in the **Pedestrian and Bicycle Transportation Plan** and the **Pedestrian and Bicycle Implementation Initiative**.

Walking is a fundamentally important way to travel. A safe and continuous pedestrian system makes walking an attractive option. Furthermore, walking for transportation and recreation provides significant benefits to personal health and to the environment.

The bicycle system provides an increasingly important mobility option. Bicycle facilities are incorporated into the city's transportation priorities, especially along specified north/south and east/west corridors. A well connected and continuous bicycle system that is safe and comfortable for riders of all ages and abilities provides benefits similar to the pedestrian system and enables longer-distance travel within the city and to regional destinations.

By constructing and maintaining pedestrian and bicycle facilities, the city increases 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 Transportation 2040, the adopted 30-year action plan for transportation in the central Puget Sound region.

FREIGHT MOBILITY

The regional and local transportation system allows for the movement of goods as well as people. This function supports economic vitality and meets the needs of residents and businesses. Bellevue designs and manages the local transportation system to provide for the efficient movement of goods along specified corridors. Large-scale freight handling is primarily an off-street function, and the curbside is increasingly used to accommodate small-scale parcel pick-up and delivery.

ENVIRONMENTAL CONSIDERATIONS

Whether considering runoff from streets, tailpipe emissions into the air, or noise from tires and engines, the transportation system has the potential to affect the quality of the environment. Environmental policies include proactive efforts in Bellevue to reduce the adverse impacts of the transportation system.

NEIGHBORHOOD PROTECTION

Two types of transportation system impacts are of special concern to neighborhood quality of life:

- Cut-through traffic and spillover parking on residential streets that may create noise and safety issues.
- Roadway projects in and near residential areas that may affect neighborhood appearance, character, and livability.

Employing transportation system management tools and implementing a traffic safety program maintains mobility and minimizes traffic impacts on neighborhoods. Approaches may include appropriately scaled and designed roadway improvements, traffic safety measures on neighborhood streets, and prioritized mobility modes along corridors that are compatible with neighborhood character and quality of life.

TRANSPORTATION FINANCE

This Plan requires investments in all modes, with the objective of providing mobility options and meeting adopted level of service standards for all modes.

Funding for improvements is derived from multiple sources: businesses and residents (the city's general fund and local business taxes); pass-through users (gas and motor vehicle taxes); new development (impact fees), and outside resources including grants. Joint funding and partnerships are options for projects that involve Washington state, King County, transit service providers, or adjacent jurisdictions.

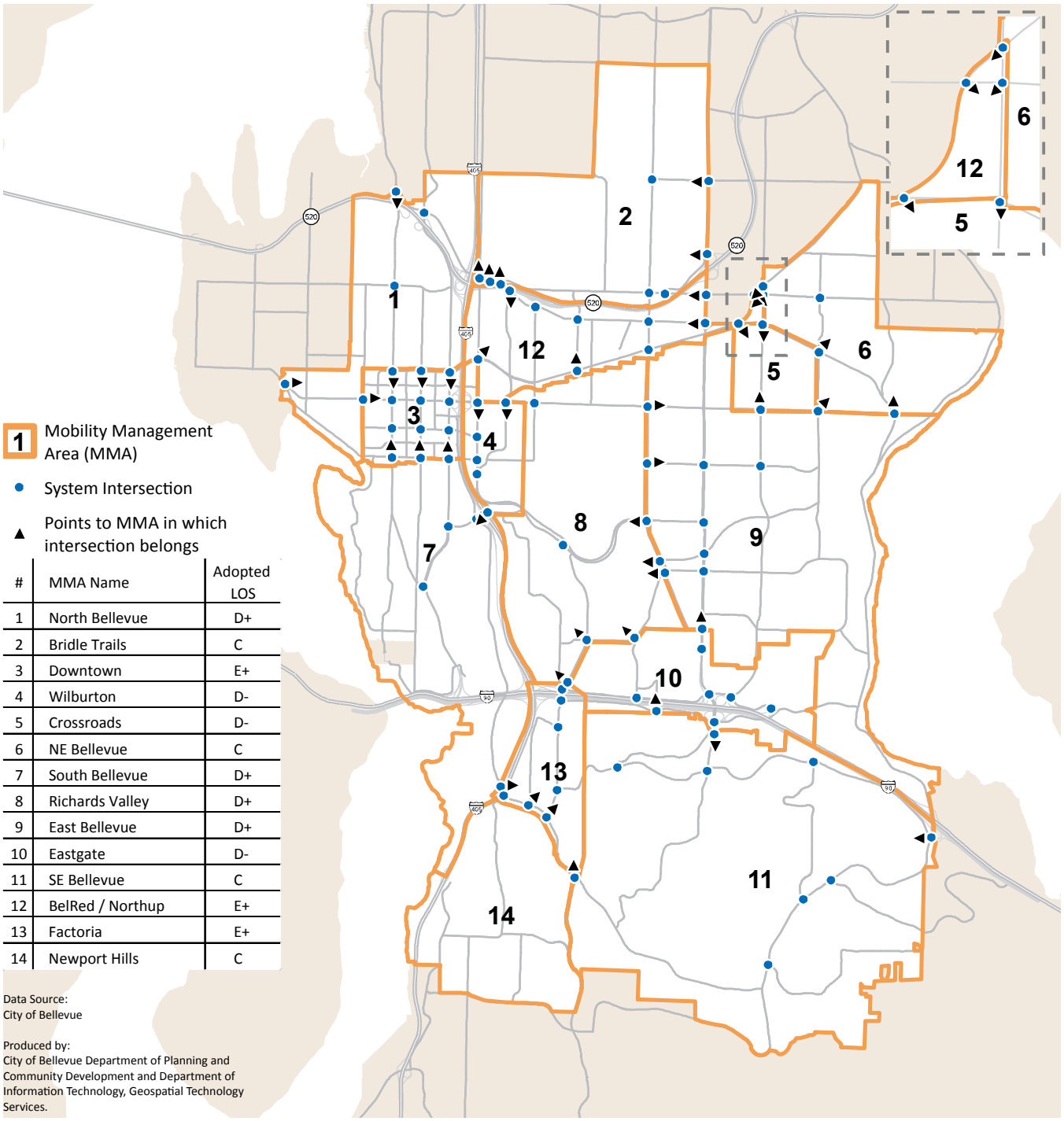
To ensure that funding and improvements keep pace with demand and meet long-term system requirements, the city has a 12-year Transportation Facilities Plan that identifies long-range needs and cost estimates. Detailed transportation revenues and expenditures are balanced every two years in the city's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

WHAT DOES SUCCESS LOOK LIKE?

- Bellevue residents, employees, and visitors move safely and comfortably along roadway corridors with a full suite of mobility options.
- Connected and continuous pedestrian and bicycle facilities provide convenient access to schools, work, activity centers, transit, and parks.
- Frequent and reliable transit provides Bellevue residents with connections to the city and region.
- Multimodal metrics and level of service standards inform design and investment decisions.
- The transportation system complements and enhances neighborhood character, the environment, and quality of life.

Map TR-1. Mobility Management Areas and System Intersections

Mobility Management Areas (MMAs) are discrete areas for which level of service (LOS) standards are tailored to reflect the unique conditions and community objectives in the area. System Intersections are the locations where LOS is measured.



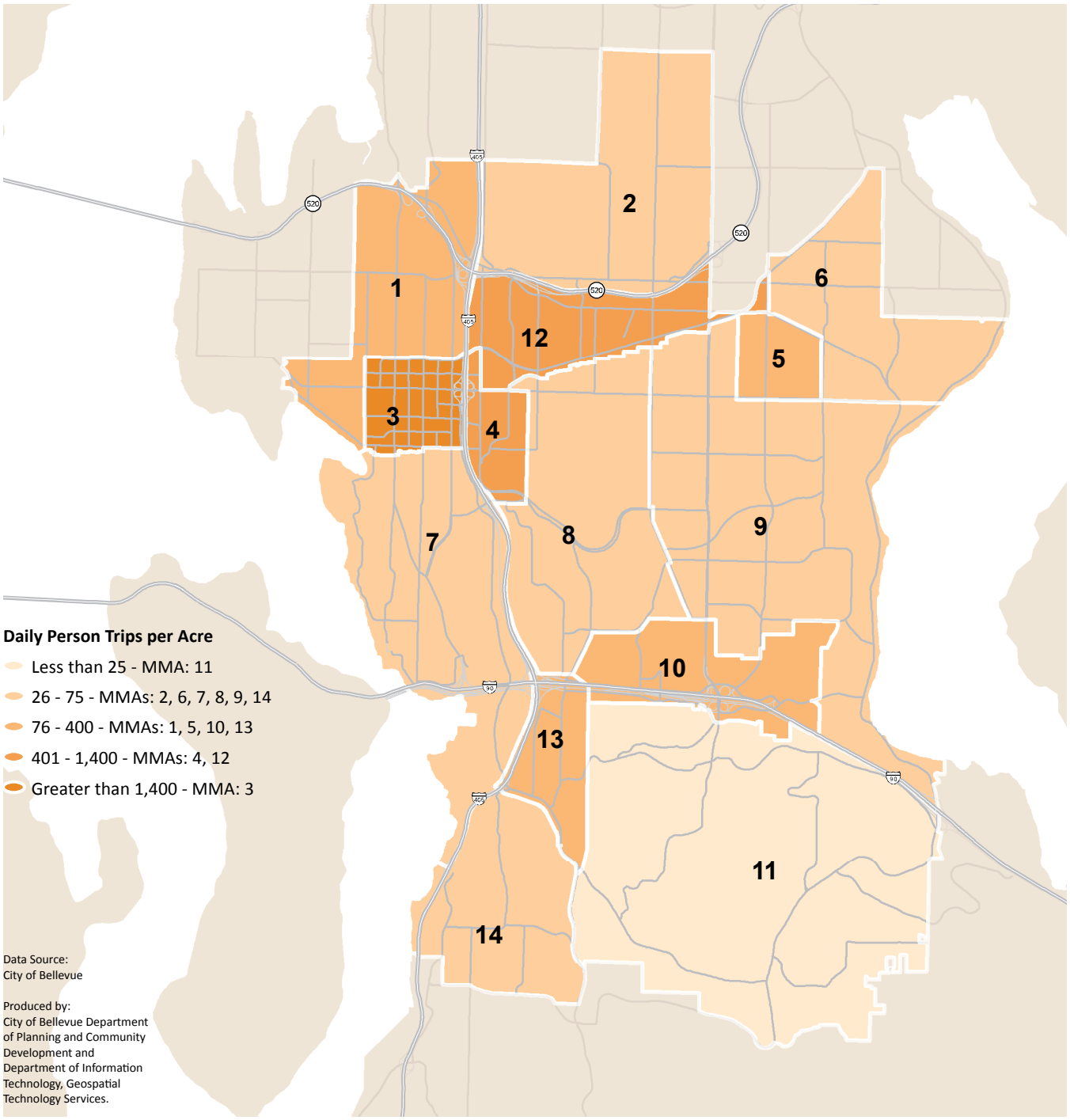
#	MMA Name	Adopted LOS
1	North Bellevue	D+
2	Bridle Trails	C
3	Downtown	E+
4	Wilburton	D-
5	Crossroads	D-
6	NE Bellevue	C
7	South Bellevue	D+
8	Richards Valley	D+
9	East Bellevue	D+
10	Eastgate	D-
11	SE Bellevue	C
12	BelRed / Northup	E+
13	Factoria	E+
14	Newport Hills	C

Data Source:
City of Bellevue

Produced by:
City of Bellevue Department of Planning and Community Development and Department of Information Technology, Geospatial Technology Services.

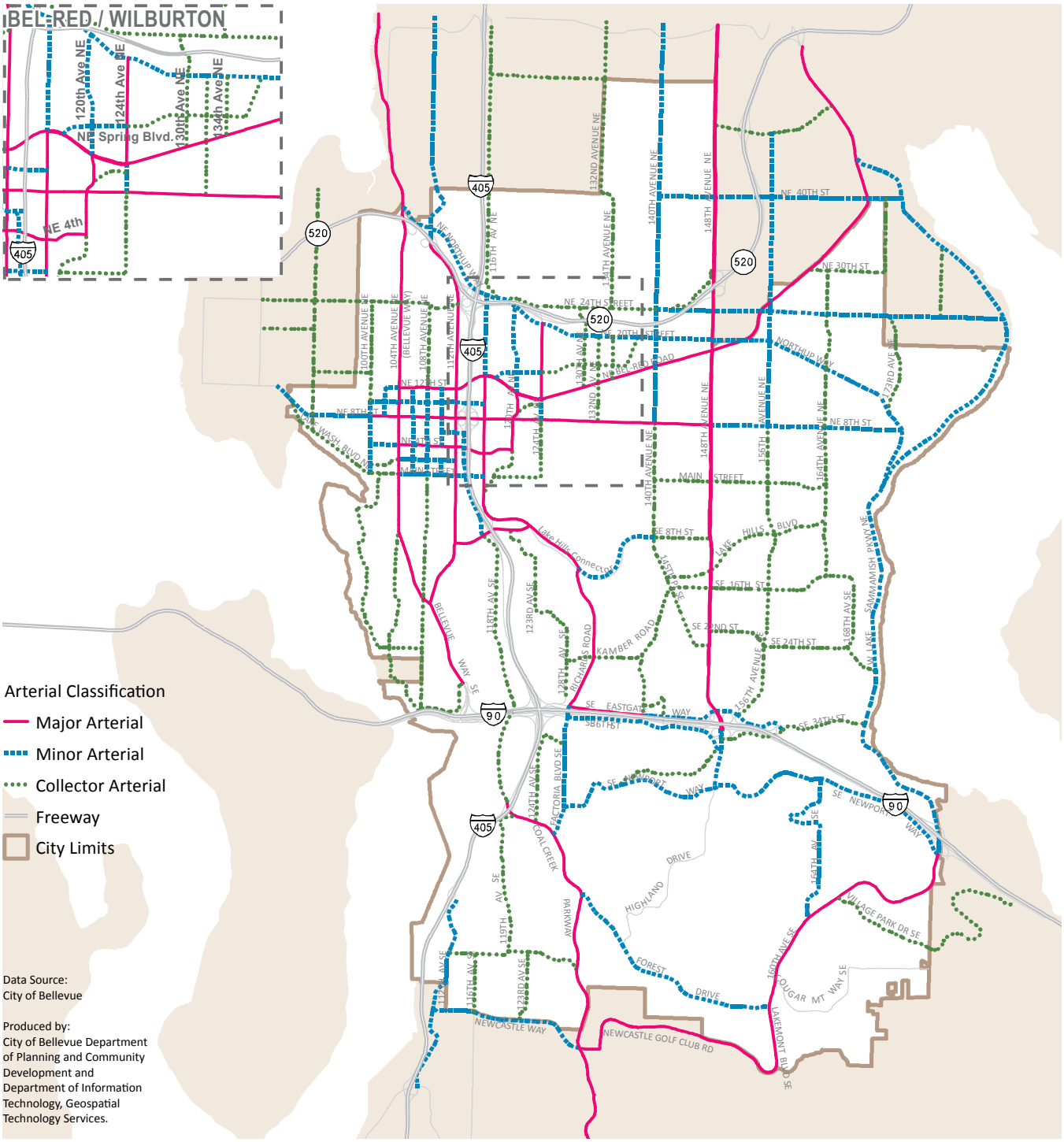
Map TR-2. Trip Density Forecast for 2035

Trip density is the number of daily person trips per acre within a Mobility Management Area (MMA). This is a forecast for the Comprehensive Planning horizon year of 2035 to provide information on the location, timing and capacity needs of future growth.



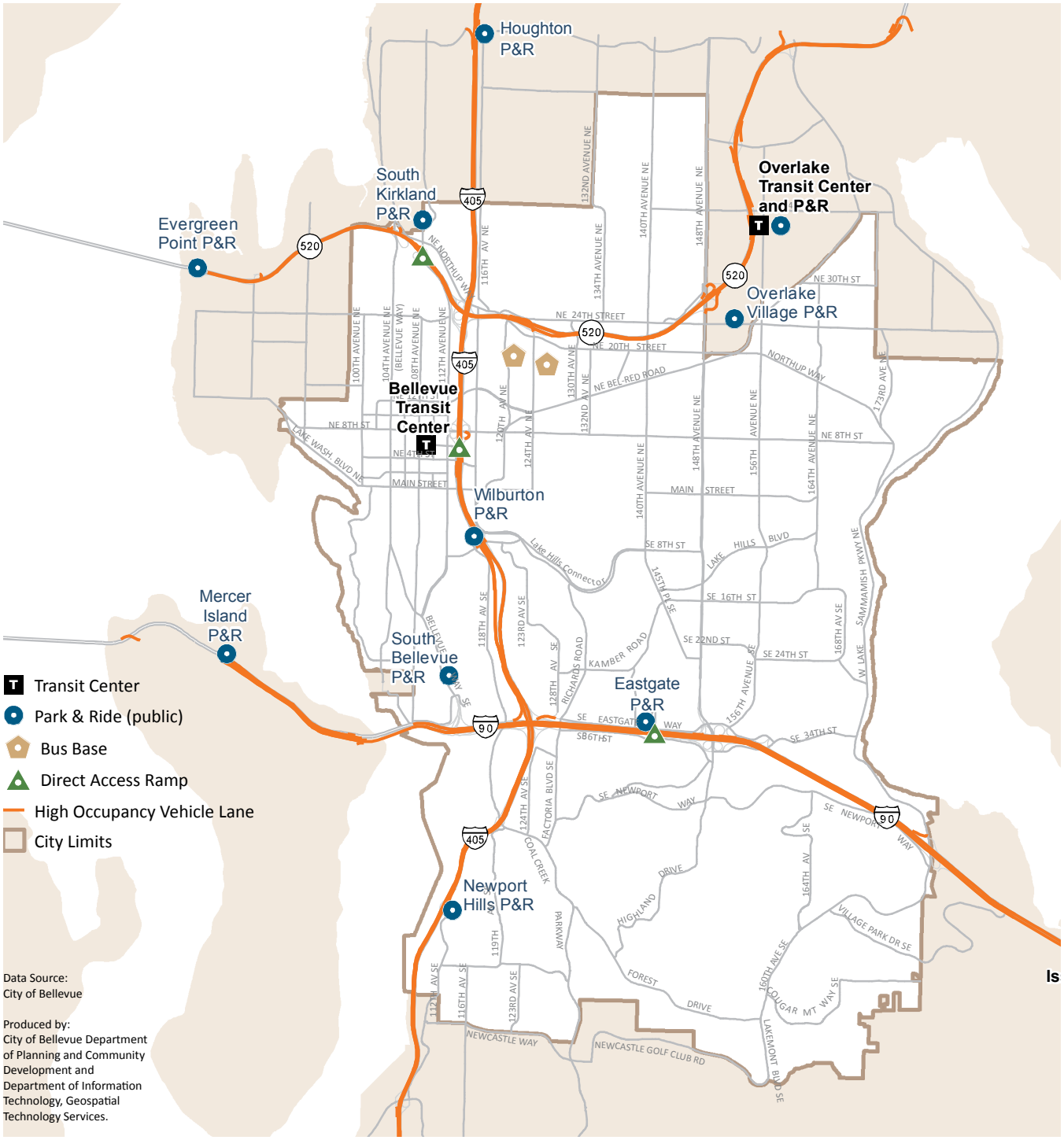
Map TR-3. Arterial Functional Classifications – Existing and Planned Arterials

This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



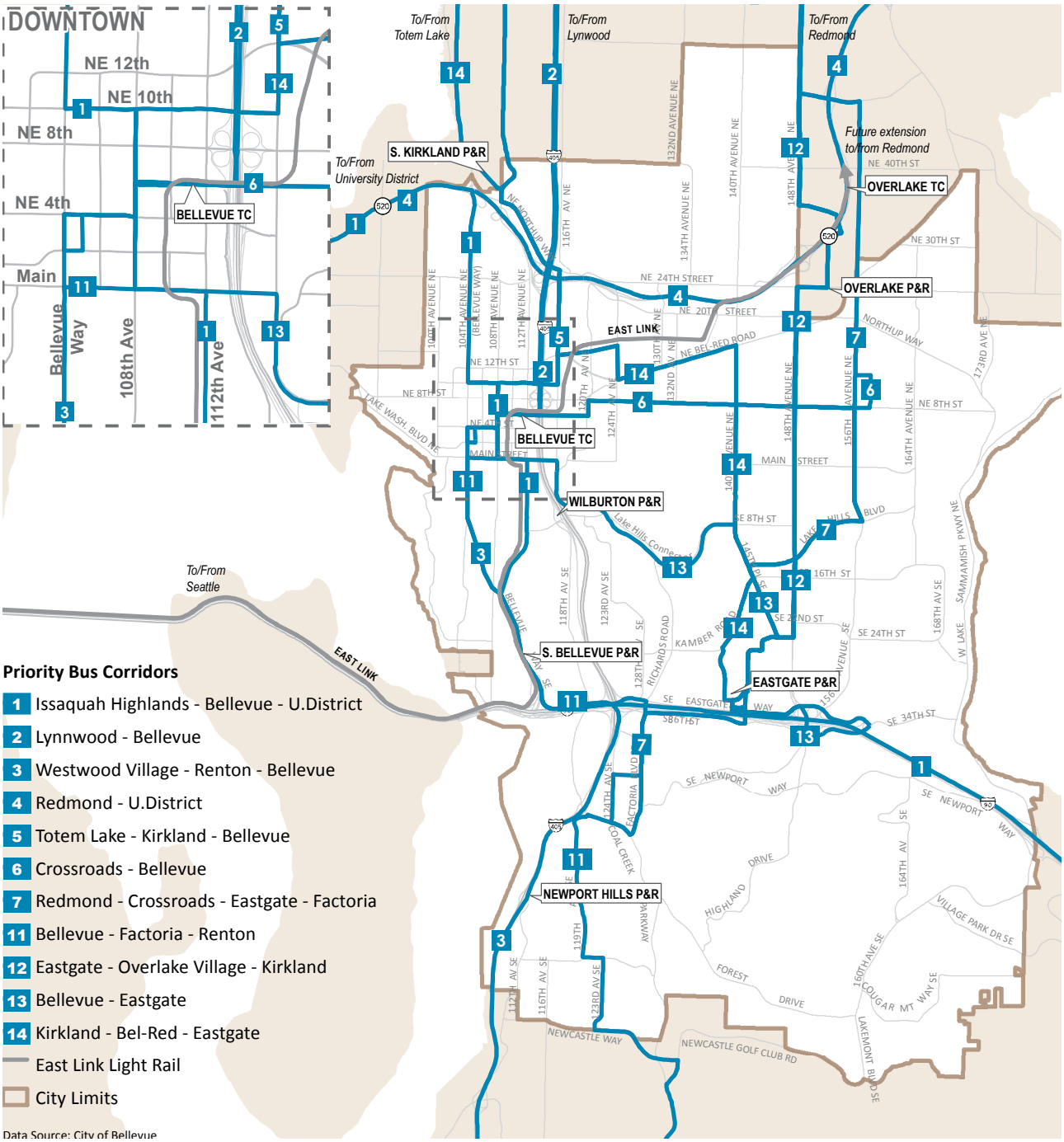
Map TR-4. Transit Facilities

The map shows existing transit centers, publicly-owned park and rides, bus bases, direct access ramps, and high occupancy vehicle lanes. Existing transit routes and schedules can be found at the [King County Metro] and [Sound Transit] web sites. Park-and-ride lots on leased property are not shown.



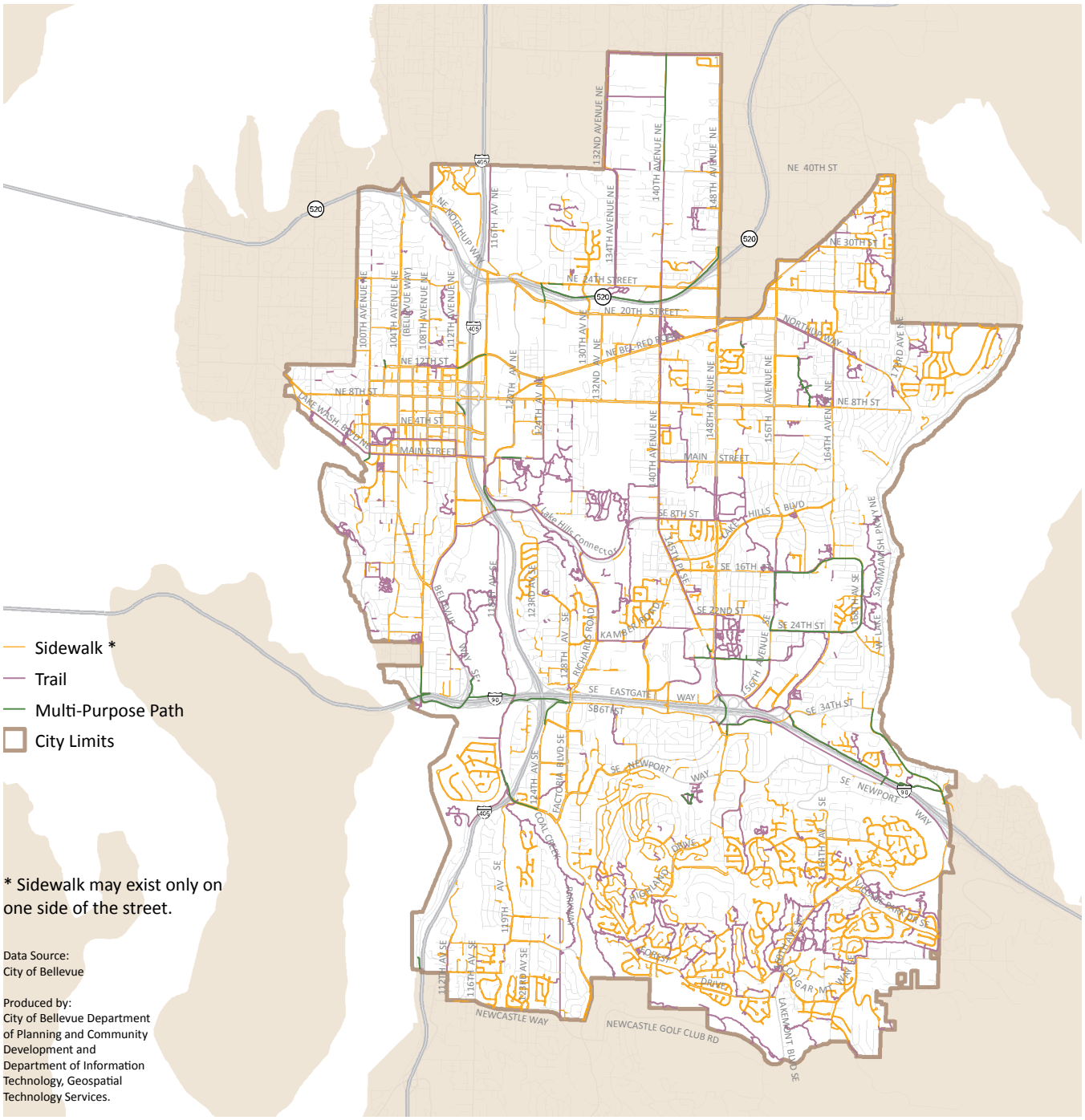
Map TR-5. Frequent Transit Network Under 2030 Growing Resources Scenario

This map shows the network of frequent transit service routes that would exist under the 2030 Growing Resources Scenario as described in the **Bellevue 2014 Transit Master Plan**. This scenario depicts Bellevue's goals for transit service in 2030 and is the basis for discussions with transit service providers. Numbers on routes refer to the city-designated corridors, not to bus routes.



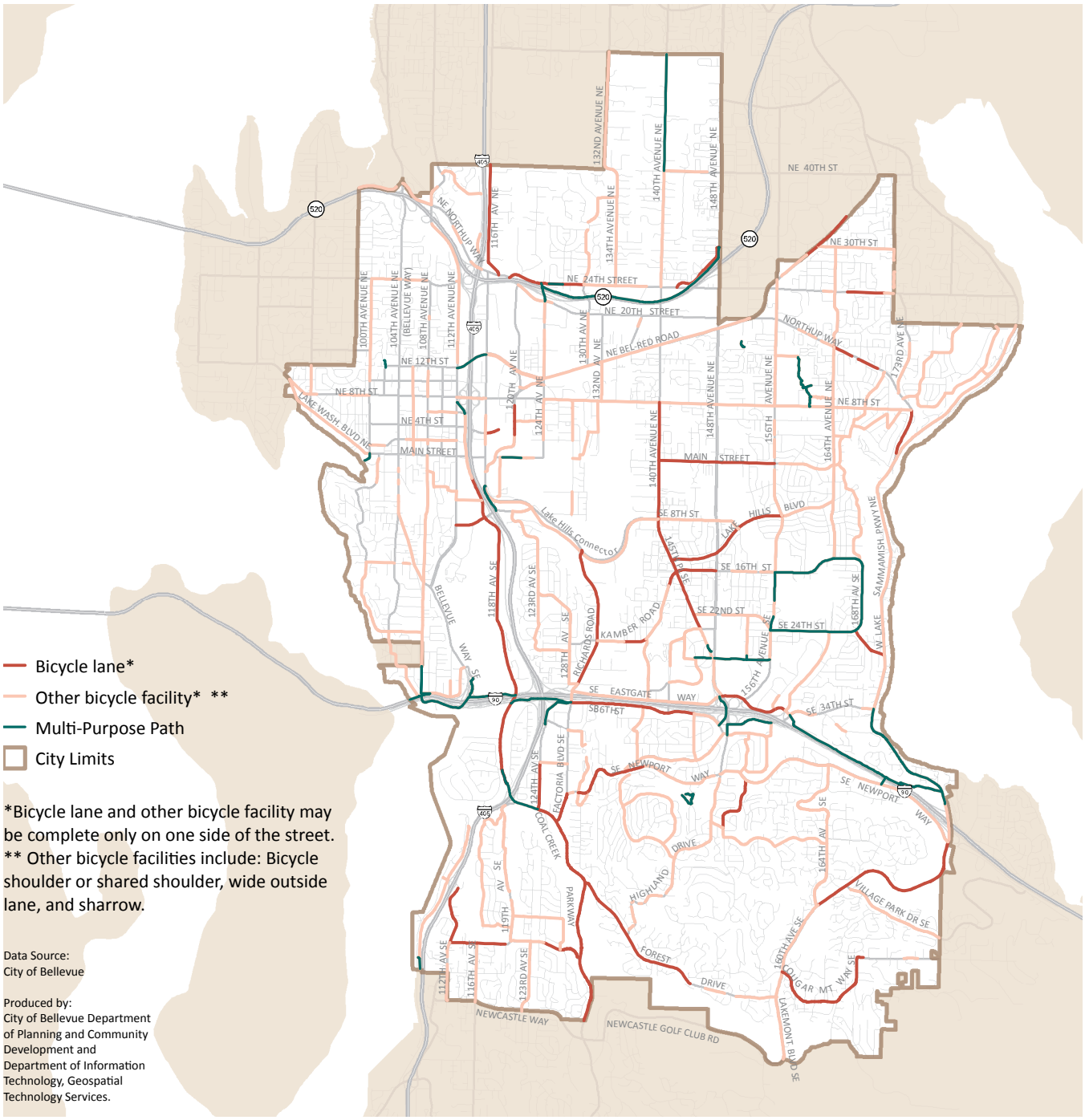
Map TR-6. Pedestrian Facilities

This map shows existing sidewalks, multi-purpose paths and trails that comprise the existing pedestrian network in Bellevue. Please refer to the **Bellevue Pedestrian and Bicycle Transportation Plan** for projects that would add to existing facilities.



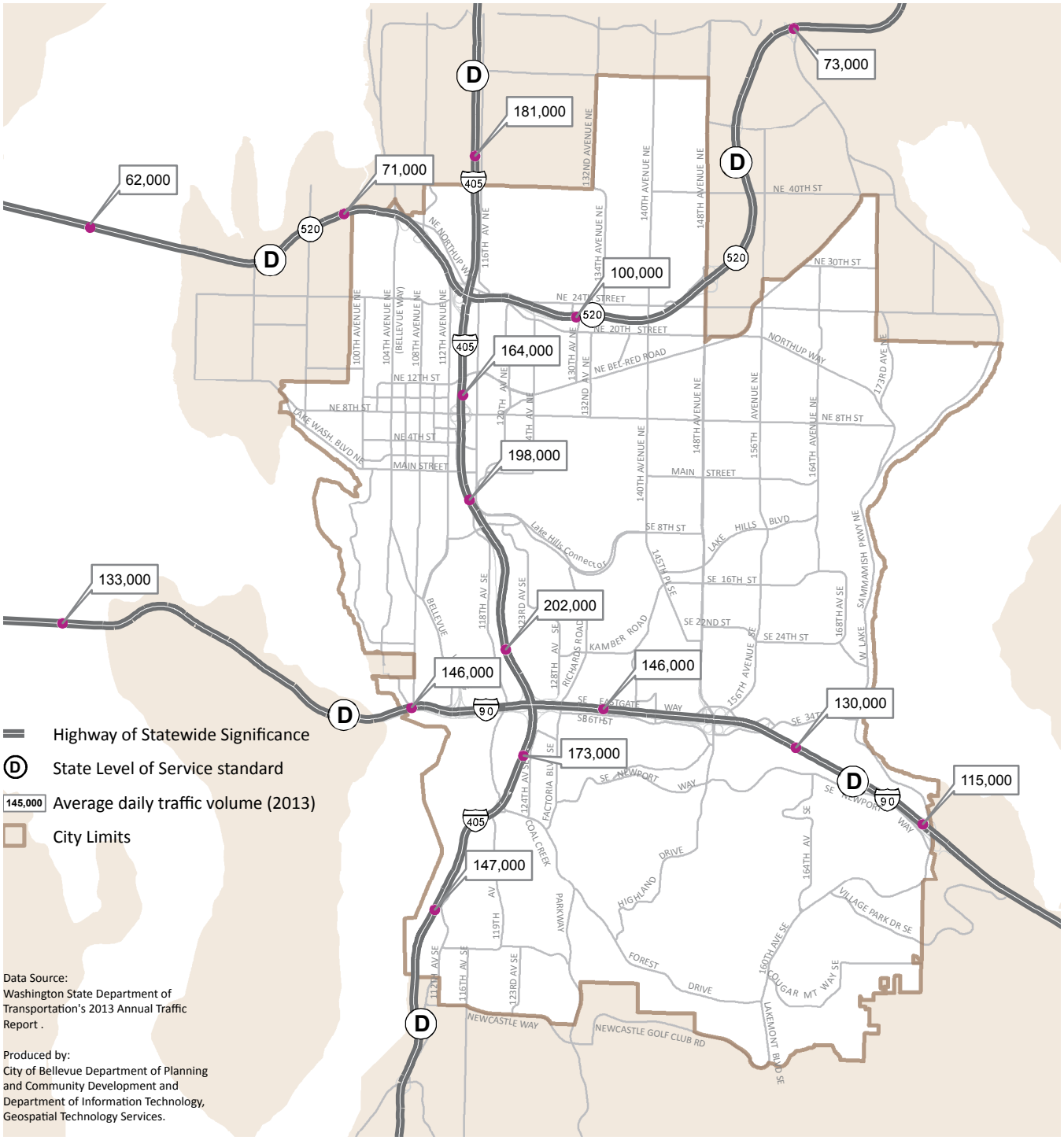
Map TR-7. Bicycle Facilities

This map shows existing bicycle lanes, shared shoulders, wide lanes, shared lanes and multi-purpose paths that comprise the existing bike network in Bellevue. Please refer to the **Pedestrian and Bicycle Transportation Plan** for projects that would add to existing facilities.



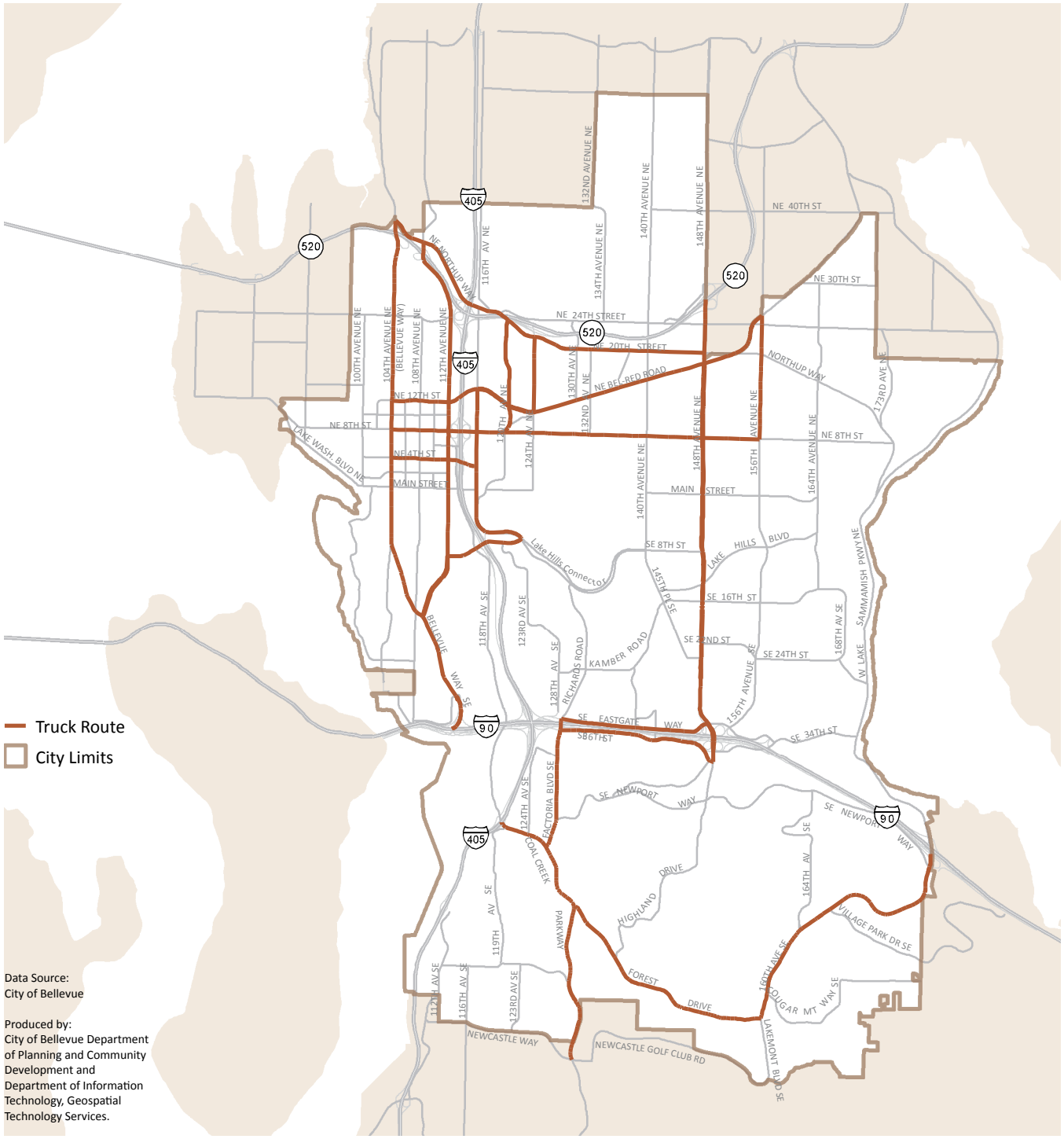
Map TR-8. Highways of Statewide Significance

This map shows highways of statewide significance designated by Washington State Department of Transportation. Included are the state level of service standards (D) for these facilities and average daily traffic volumes in 2013.



Map TR-9. Truck Routes

This map shows designated truck routes in Bellevue and their relationship to other arterials and freeways. Truck routes are established via City Ordinance 3692 as amended.



GOALS & POLICIES

GOAL

To maintain and enhance a comprehensive multimodal transportation system to serve all members of the community.

POLICIES

Transportation and Land Use

Policies that address how the transportation system is integrated with the city's land use plans.

TR-1. Integrate land use and transportation decisions to ensure that the two mutually support the Comprehensive Plan.

TR-2. Strive to reduce congestion and improve mobility.

TR-3. Direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies

TR-4. Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.

TR-5. Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.

TR-6. Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities.

TR-7. Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that:

1. Transit may support more intense development around some stations;
2. Transit supportive design and orientation may be implemented without changes to land use intensity; and
3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas

Transportation Demand Management

Policies that address transportation demand management and alternatives to driving alone.

TR-8. Establish targets to increase the proportion of commute trips by modes other than driving alone (see Table TR-1) Periodically evaluate progress toward these targets and adjust programs and activities as needed to achieve them.

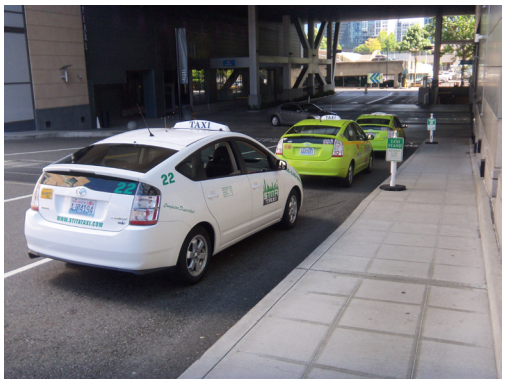
TR-9. Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address the following factors:

1. Parking;
2. Services to facilitate and increase the use of transit, carpooling, vanpooling, walking, bicycling, and alternative work schedules;
3. Other demand management program elements, including marketing, outreach and incentives; and
4. Reporting, monitoring, and performance evaluation standards.

COMMUTE TRIP REDUCTION

Under Washington's Clean Air Act, Bellevue is required to have a Commute Trip Reduction (CTR) plan to improve air quality, reduce energy consumption, and reduce traffic congestion. Under the city's CTR program, employers with 100 full-time employees or more must establish their own CTR programs to encourage employees to use alternatives to single-occupant vehicle commuting.

Examples of employer measures include organizing office carpools, offering subsidized transit passes, and allowing employees to work part of the week from home. The city helps affected employers develop their CTR programs through information and training.



TR-10. Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction law, and evaluate program effectiveness on a regular basis.

TR-11. Encourage employers to help reduce peak hour commute trips by facilitating employees' use of telework, flexible work hours, compressed work week schedules, and other scheduling options.

TR-12. Continue to ensure that the city as an employer sets a positive example by maintaining a comprehensive and effective transportation demand management program for its employees.

TR-13. Promote use of mobility options by requiring new development to incorporate design features such as:

1. Preferential parking for carpools and vanpools;
2. Special loading and unloading facilities for carpools and vanpools;
3. Transit passenger facilities, including comfortable bus stops and waiting areas that may be integrated in the building design; and
4. Secure and covered bicycle parking, showers, lockers, and related facilities to support bicycle commuters.

TR-14. Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site.

TR-15. Provide outreach and assistance to increase awareness and use of alternatives to driving alone for all types and purposes of trips.

TR-16. Evaluate and facilitate car-sharing and bike sharing programs.

TR-17. Support federal and state tax policies that promote transit use and ridesharing.

TR-18. Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.

TR-19. Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of travel demand management.

Mobility Management

Policies that address how the city will provide a variety of mobility options for residents, employees and visitors.

TR-20. Manage the multimodal transportation system in a corridor approach within and across Mobility Management Areas.

TR-21. Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.

TR-22. Implement and prioritize transportation system improvements to meet the level-of-service standards and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.

TR-23. Coordinate improvements and operations among travel modes and provide connections between modes.

TR-24. Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan.

TR-25. Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies.

TR-26. Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas.

TR-27. Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).

TR-28. Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.

TR-29. Observe the following policy guidance in revising level-of-service standards by Mobility Management Area:

Reflect the availability of mobility options;

1. Consider community goals that may be as important as managing vehicular congestion, such as goals for land use, neighborhood protection from wider streets and cut-through traffic, livability, or economic vitality. For example, a higher level of vehicular congestion is allowed in some areas of the city under the following conditions:
   a. In return for stronger emphasis on transit, walking, bicycling and other mobility options, and
   b. Where the impacts of wider streets or intersections are judged to be worse than the congestion they are designed to solve.
2. Establish multimodal level-of-service standards adequate to ensure a functional transportation system.

TR-30. Establish multimodal level-of-service and concurrency standards and other mobility measures and targets for transportation corridors and in each area of the city in consideration of planned development patterns and mobility options.

TR-31. Define Mobility Management Areas that reflect street patterns and connectivity, available mobility options, topography, development patterns, and land use objectives.

TR-32. Utilize level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.

WHAT IS TRANSPORTATION CONCURRENCY?

The Washington State Growth Management Act requires cities to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years. This is done to make sure the city can provide the transportation improvements needed to maintain its adopted level of service standards and so that conditions do not degrade below the standards with the addition of the new households and workers.

TR-33. Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and **management priorities.**

TR-34. Monitor the level-of-service for all modes and adjust programs and resources as necessary to achieve mobility targets and objectives.

TR-35. Review transportation system impacts of proposed developments and require appropriate mitigation as 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.

TR-36. Require transportation system mitigation to offset the adverse impacts of development with regard to level-of-service, safety, access and neighborhoods.

TR-37. Develop and utilize a citywide Transportation Master Plan to identify and prioritize the implementation of transportation system improvements.

TR-38. Monitor and implement as appropriate, emerging technologies related to autonomous vehicles and other transportation technologies that are intended to improve mobility, safety, efficiency and people-moving capacity on existing and planned transportation facilities.

TR-39. Design, maintain, and protect the transportation system to be resilient to disaster.

Regional Transportation Coordination

Policies that address coordination with other jurisdictions and consistency with regional transportation plans.

TR-40. Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.

TR-41. Develop the transportation system in a manner that supports the regional land use and transportation vision adopted in VISION 2040, Transportation 2040 and the Countywide Planning policies for King County.

TR-42. Work with other Eastside Transportation Program (ETP) participants to identify and implement high priority transportation investments.

TR-43. Utilize the Eastside Transportation Program participating jurisdictions and agencies as a forum for the planning and programming of transportation system improvements that involve multiple jurisdictions. Specific activities may include developing a timetable for implementation, identifying funding sources for projects by jurisdiction, and reporting on project funding status and completion dates.

TR-44. Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.

TR-45. Develop and implement inter-local agreements for cooperative solutions for mutual land use and transportation concerns.

TR-46. Require development within Bellevue to include mitigation for significant transportation impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant transportation impacts on Bellevue.

TR-47. Provide an arterial system, and encourage the state to provide a freeway system, that together support local and regional mobility and land use plans.

Roadways

Policies that address management of the city's street system to meet community mobility needs.

TR-48. Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.

TR-49. Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.

TR-50. Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood.

TR-51. Provide sufficient arterial rights-of-way to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

TR-52. Design arterials and streets to fit the intended character of the areas through which they pass.

TR-53. Maintain and enhance safety for all users of the roadway network.

TR-54. Ensure that maintenance of the existing transportation system be given priority consideration.

TR-55. Maintain a collision reduction program to identify high collision locations, evaluate potential safety improvements and implement recommended changes.

TR-56. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.

TR-57. Minimize visual distractions, extraneous objects, and excessive clutter along arterials.

TR-58. Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.

TR-59. Ensure that city roadway improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.

TR-60. Develop and implement an arterial street plan, addressing the nature and conditions of arterials, and establishing guidelines for the design of these streets to be compatible with the abutting uses.

TR-61. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.

Transit

Policies that address the provision of transit service and access to transit in Bellevue.

TR-62. Work with transit providers and other partners to implement the Bellevue Transit Master Plan to ensure that transit is an easy and attractive mobility option for those who live, work, visit, learn or do business in Bellevue.

TR-63. Support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership.

TR-64. Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.

TR-65. Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.

TR-66. Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and amenities.

TR-67. Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.

TR-68. Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.

TR-69. Ensure that transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan.

TR-70. Secure transit system facilities and service to support planned land use.

TR-71. Advocate for transit service enhancements paired with city commitments to implement transit-supportive infrastructure.

TR-72. Work with transit providers to maintain and expand frequent and reliable transit service in Bellevue to support community needs, the city's land use plans and mode share targets.

TR-73. Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.

TR-74. Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips close to the trip origins.

TR-75. Identify and preserve necessary right-of-way for transit facilities.

TR-76. Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that:

1. Provides short, direct routes within a ten-minute walk;
2. Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
3. Maximizes safety for pedestrians at street crossings; and
4. Gives priority to pedestrian access and safety.

TR-77. Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.

TR-78. Develop and implement, in conjunction with the transit providers, an integrated way-finding system to facilitate transit ridership that incorporates principles of universal design and uses multiple languages.

TR-79. Evaluate proposed new and expanded park and ride facilities in Bellevue, for their effectiveness to serve the community and the transit system, and for their potential environmental and community impacts.

TR-80. Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.

TR-81. Work collaboratively with employer-based and other private transit systems to ensure that these sytems are integrated ino the transit service planning within the city.

High Capacity Transit

Policies that address how the city should plan for high-capacity transit systems, such as light-rail.

TR-82. Work with transit providers to ensure that high capacity transit service supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region.

TR-83. Develop a high capacity transit system in collaboration with the transit providers that advances the city's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and optimizes regional system performance.

TR-84. Research and apply best practices of other cities and systems to guide city actions and advocacy in pursuit of the best community outcomes for developing and operating high capacity transit.

TR-85. Develop and maintain a strong working relationship with transit providers to ensure a collaborative effort to plan and implement high capacity transit.

TR-86. Provide ample opportunity for meaningful, comprehensive, cooperative community involvement, coordinated with the transit providers to help shape the ultimate configuration and operation of any high capacity transit system.

TR-87. Ensure that high capacity transit adds new travel capacity within its own right-of-way, rather than replacing existing travel lane capacity, in order to maximize speed and reliability for high capacity transit while minimizing impacts to other modes.

TR-88. Support plans by transit providers to connect Bellevue, Seattle and Redmond activity centers with high capacity transit service that optimizes convenience for riders.

TR-89. Plan and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision by:

1. Optimizing ridership, system performance, and user convenience;
2. Providing exceptional pedestrian and bicycle access to stations;
3. Promoting superior urban design;
4. Minimizing impacts on businesses and residents during construction;
5. Minimizing overall impacts on the operation of the street network; and
6. Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.

TR-90. Partner with transit providers and work closely with neighborhoods, businesses and other stakeholders in the design of transit stations and facilities to integrate them into the community as follows:

1. Incorporate context-sensitive design that considers neighborhood objectives and superior urban design;
2. Integrate art, public spaces and other public amenities;
3. Utilize durable, high-quality and complementary building materials;
4. Integrate substantial landscaping at stations and along the alignment, and
5. Protect sensitive residential, outdoor recreation, and commercial land uses by minimizing and mitigating environmental, traffic and noise impacts.

TR-91. Implement standards and guidelines to create transit stations that are valued places in the community by providing:

1. Comfortable and safe access to the surrounding community;
2. Space that is comfortable for both large and small numbers of people; and
3. Design that encourages social interaction.

TR-92. Work with neighborhood groups, business owners, other stakeholders, and transit providers to identify and fund improvements that can be constructed efficiently in conjunction with transit projects.

TR-93. Protect residential neighborhoods adjacent to high capacity transit facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, using techniques such as residential parking zone programs and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

TR-94. Maintain and enhance safety when incorporating high capacity transit along Bellevue streets, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

TR-95. Provide for efficient high capacity transit operation and support transit speed and reliability, while maintaining capacity for other modes.

TR-96. Coordinate with transit providers to employ crime prevention principles in the design of high capacity transit stations, and use available technologies to deter crime. Examples include:

1. Design the station platform for visibility from adjacent streets, sidewalks, and parking;
2. Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community;
3. Implement video surveillance on station platforms and transit vehicles; and
4. Establish and enforce a fare-paid zone for station platforms.

TR-97. Ensure that agreements with transit providers include elements to provide long-term safety and security, operation and maintenance of stations.

TR-98. Develop permit conditions and other agreements with transit providers to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.

TR-99. Collaborate with transit providers to create a construction management plan for all new major transit investments that minimizes the corridor length disrupted by construction at one time and minimizes the time period of disruption.

TR-100. Prioritize the use of noise avoidance or absorption techniques over noise deflection from residential uses when developing mitigation measures with transit providers. Monitor the outcomes of these efforts and pursue adjustments with transit providers to ensure continued effectiveness.

TR-101. Develop and implement an early and ongoing program with transit providers to provide assistance to residents and businesses to address adverse impacts of transit infrastructure construction.

TR-102. Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with transit providers, 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.

Pedestrian and Bicycle Transportation

Policies that address increasing the opportunities to provide people with safe, comfortable and connected pedestrian and bicycle facilities in Bellevue.

TR-103. Promote and facilitate walking and bicycling.

TR-104. Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.

TR-105. Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that:

1. Address safety issues;
2. Provide access to activity centers;
3. Provide access to the transit and school bus systems;
4. Complete and connect planned pedestrian or bicycle facilities;
5. Develop primary north-south and east-west bicycle routes through the city;
6. Improve multimodal level of service along travel corridors; and
7. Serve residents who have special accessibility needs.

TR-106. Construct, maintain and repair pedestrian and bicycle facilities in accordance with current standards.

TR-107. Obtain sidewalk and trail improvements and easements, and on-site bicycle parking consistent with the Pedestrian and Bicycle Transportation Plan and the Land Use Code through development review.

TR-108. Coordinate with neighboring jurisdictions the planning, design and construction of pedestrian and bicycle facilities that pass through Bellevue as part of a regional system.

TR-109. Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility.

TR-110. Support education and information programs to promote a share the road/share the trail message.

TR-111. Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.

TR-112. Recognize the potential transportation and recreation uses under consideration for the Eastside Rail Corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.

TR-113. Promote and support the design, development and use of the Eastside Rail Corridor as a regional multimodal facility.

TR-114. Provide for multi-modal transportation use and access when considering public and private projects adjacent to and across the Eastside Rail Corridor.

TR-115. Support establishment and operation of a bicycle sharing program in Bellevue.

TR-116. Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.

Credit: Guy de Gouville

State and Federal Highways and Corridors

Policies that address coordination with state and federal agencies for management of regional highway corridors within Bellevue.

TR-117. Support and advocate for improved freeway-to-freeway access.

TR-118. Support and advocate for the completion of the regional HOV system, including HOV access to the freeway system and freeway-to-freeway HOV linkages.

TR-119. Encourage the Washington State Department of Transportation to enhance freeway access to serve Downtown Bellevue, Wiburton, BelRed, Eastgate and Factoria.

TR-120. Work with state and regional agencies to ensure adequate capacity for both general purpose and high occupancy vehicle traffic on state highways.

TR-121. Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.

TR-122. Support high capacity transit facilities and service on I-90, I-405, and SR- 520 that will accommodate anticipated transit ridership.

TR-123. Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.

TR-124. Support including facilities for pedestrians and bicycles when planning, designing and constructing enhancements to I-90, I-405 and SR-520.

TR-125. Actively participate in the planning, design and construction of the Eastside Transit and HOV Project on SR-520, including interchange improvements at 124th Avenue NE and the completion of the SR-520 Trail.

Freight Mobility

Policies that address the efficient movement of goods within and through Bellevue.

TR-126. Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.

TR-127. Require new development to provide for large-scale freight loading and unloading on-site rather than on the public right-of-way.

TR-128. Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.

Transportation Finance

Policies that address the priorities and methods to finance transportation projects, as coordinated with the Capital Facilities Element.

TR-129. Maintain financing capability to meet the city's adopted mobility targets through a mix of funding sources, as identified in the TFP and the CIP. Seek broadly-based financing through proportional participation from the beneficiaries of the system, including:

1. The citywide community;
2. Existing businesses and property owners; and
3. New development.

TR-130. Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, Transportation Improvement Board, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system.

TR-131. Seek state and federal funds for transportation capital, maintenance, and operations.

TR-132. Balance funding to achieve scheduled progress on mobility targets/level-of-service standards for all modes within the Mobility Management Areas, by using results from monitoring the targets/level of service to prioritize transportation facility and service investments.

TR-133. Provide adequate transportation funding to ensure that adopted level-of-service standards are met.

TR-134. Take one of the following actions if transportation funding falls short of meeting the city's adopted level-of-service standards 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 within adopted levels-of-service;
2. Review and adjust the level-of-service standards;
3. Reallocate capital resources to implement mobility options that maintain or enhance level-of-service.

TR-135. Use statutorily authorized funding mechanisms available to local governments that are based on the special benefits received by property owners to fund transportation improvements. (e.g.: Local Improvement Districts, Latecomer Agreements, and Special Benefit Offsets).

TR-136. Support joint projects, including the contribution of city matching funds, with adjoining cities, King County, the transit providers, or the state, where such partnerships help establish or accelerate projects beneficial to the city.

TR-137. Support federal and state gasoline taxes and other funding measures to provide adequate funding for transportation improvements that keep pace with regional and community growth.

TR-138. Secure funding to implement transit service and capital facilities.

Environmental Considerations

Policies that address how transportation infrastructure will minimize impacts to the natural environment in coordination with the policies of the Environment Element.

TR-139. Develop the transportation system in Bellevue to minimize environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives.

TR-140. Support means to reduce transportation-source greenhouse gas emissions.

TR-141. Consider design treatments for arterials to reduce traffic noise in residential neighborhoods.

TR-142. Avoid, minimize or mitigate significant adverse impacts to air quality, noise, light/glare and other elements of the environmental in planning and implementing transportation projects.

TR-143. Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed.

TR-144. Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.

Neighborhood Protection

Policies that address how the city will protect neighborhoods from impacts associated with the transportation system, such as noise, congestion, and cut-through traffic in coordination with the policies of the Neighborhoods Element.

TR-145. Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.

TR-146. Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases.

TR-147. Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

TR-148. Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

TR-149. Minimize spillover parking into residential neighborhoods through residential parking zones and other measures.

TR-150. Monitor traffic volume on residential streets and establish appropriate traffic control measures with residents' concurrence.

TR-151. Balance the needs of all roadway users when designing and building neighborhood traffic safety projects.

TR-152. Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.

TR-153. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce the volume of cut-through traffic.

POLICY CONNECTIONS

The transportation system in Bellevue reflects the needs of the community and the land use pattern of the city. It also responds to environmental conditions and the community's objectives for urban design. Complementary goals and policies can be found in other elements of the Comprehensive Plan.

The **Land Use** Element is key to understanding the integration between land use and the city's multi-modal transportation system to ensure that transportation facilities and services support the city's growth strategy.

Policies related to the noise and air quality impacts from transportation are addressed in the **Environment** Element.

The **Economic Development** Element includes policies on maintaining mobility to ensure quality of life and a good business environment.

The **Human Services** Element addresses the relationship between transportation infrastructure and equitable access to community services.

Trails are a component of both recreation and transportation and are discussed in the **Parks, Recreation and Open Space** Element.

IMPLEMENTATION

Bellevue implements the Comprehensive Plan through numerous actions, including day-to-day operations, capital investments, and review of new development projects. It would be impractical to list every action that will be taken to implement the plan and impossible to identify actions that may be taken in the future. The following list shows some of the relevant plans that implement the Transportation Element.

Implementation Program	Type
Capital Investment Plan This is the city's six-year financing and implementation plan in which needed capital improvements to the city's public facilities and infrastructure are identified and prioritized. The CIP for transportation includes project descriptions, cost estimates, and funding options.	**Funding:** updated biennially.
Transportation Facilities Plan This is the city's 12-year transportation plan and includes high-priority projects from long-range plans and projects that address emerging needs and opportunities.	**Functional Plan:** updated every two to four years.
Transportation Master Plan A master plan that integrates system-wide transportation planning for all modes with the Comprehensive Plan's land use vision.	**Functional Plan:** Work will commence in 2015 or 2016 and will be updated periodically.
Transit Master Plan This plan sets a vision, goals, policies, and strategies to achieve abundant access to transit in Bellevue.	**Functional Plan:** updated periodically.
Pedestrian and Bicycle Transportation Plan This plan serves as a framework for implementing capital projects.	**Functional Plan:** updated periodically.
Comprehensive Transportation Project List Located in Volume 2	**Policy:** located in volume 2 of the Comprehensive Plan
Multimodal Level-of-Service Implementation Strategy Work will commence in 2016	**Action Plan:** work will commence in 2016 to update metrics and standards for level of service for all modes of transportation.