



# Downtown Transportation Plan Update

## Planning Principles

### 1. Plan for multiple modes of travel within and to and from Downtown Bellevue

Develop an innovative multimodal transportation strategy for Downtown Bellevue that updates the existing Downtown Subarea Plan project list. The recommended strategy should consider and incorporate the emerging and anticipated mobility needs of motorists, pedestrians, bicyclists, transit riders, taxi patrons and carpool/vanpool riders, and support the transport, parking and loading needs of employers, residents and businesses.



### 2. Accommodate the anticipated travel demands from the 2030 land use forecast

Ensure that the planned transportation system will accommodate the 2030 forecast for Downtown residential and employment growth.

### 3. Advance the adopted vision for Downtown Bellevue

Ensure that the Downtown transportation system advances and supports the land use and urban design vision for Downtown Bellevue - articulated in the Downtown Subarea Plan as a vibrant, livable, accessible, and memorable mixed use Urban Center.

### 4. Recognize changes in the regional and local transportation and land use environment

Incorporate local and regional transportation projects and plans that have been approved and/or implemented since the Downtown Subarea Plan was adopted in 2004. Transportation system changes include East Link, SR 520 expansion and tolling, improvements to I-90 and I-405, and the Bellevue Mobility and Infrastructure Initiative. Planning changes include the updated Bel-Red Subarea Plan, the Wilburton Subarea Plan and the Eastgate/I-90 Corridor Study.

### 5. Integrate City Council direction

As potential Downtown transportation projects are identified, incorporate City Council direction on regional transportation facilities, such as the Downtown alignment for East Link and the I-405 Master Plan.



**6. Provide for comprehensive public involvement**

Ensure that the process to update the Downtown Transportation Plan invites broad and inclusive public involvement that engages the diverse Downtown commercial and residential communities, nearby residential neighborhoods, and other community stakeholders.



**7. Minimize traffic impacts on neighborhoods**

Consider measures as needed to protect Downtown residents and nearby residential neighborhoods from significant adverse impacts from traffic and commuter parking.

**8. Involve regional transportation and planning partners**

Coordinate planning for the Downtown Bellevue transportation system with regional transportation and planning partners, such as the Puget Sound Regional Council, Washington State Department of Transportation, Sound Transit, and King County Metro, and work to ensure Downtown projects and plans are compatible with each other and are consistent in support of mobility and economic development in Downtown Bellevue.



**9. Leverage funding from outside sources to implement projects**

Identify transportation system projects that effectively leverage grant funding opportunities. These types of projects will achieve multiple mobility objectives, support economic vitality and residential development, and will sustain Downtown Bellevue’s regional status as a Metropolitan City and Urban Center.



**10. Utilize measures of effectiveness to evaluate potential projects**

Use both quantitative and qualitative measures of effectiveness to evaluate project ideas relative to each other and to community objectives. Consider the cost of a project relative to its benefit to mobility as an important metric, in addition to measures such as improved safety for pedestrians and bicyclists, management of traffic congestion, and the efficient use of the available right-of-way.

*Approved by Bellevue City Council February 6, 2012*