



Transportation

VISION

Moving into, around and through Bellevue is safe, reliable and predictable.

Bellevue is connected to the region, enabling local and regional access for businesses and neighborhoods. Safe and reliable mobility options, including active transportation (walking and biking), transit and car, give people options to get where they need to go. The city’s transportation system integrates leading technology that promotes safety and efficiency.

TRANSPORTATION ELEMENT SCOPE

The Transportation element is about how people get around the city from walking and biking to cars, buses and light rail.

INTRODUCTION

The Transportation element provides policy direction to guide programs, priorities, design and investments that support local and regional mobility. Mobility in Bellevue means providing people with an assortment of mobility infrastructure and service 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.

The Comprehensive Plan integrates transportation planning and investments to support land use planning. 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 to travel within the city. The city maintains Downtown Bellevue as a regional Urban Growth Center and identifies mixed use areas in Wilburton, BelRed, Crossroads, Factoria and Eastgate as Countywide Centers. The Mobility Implementation Plan (MIP) describes a complete and connected transportation network that is designed to meet the future travel demand and to reflect or enhance the character of the community. Performance Targets in the MIP 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, access and livability. Mobility options consider and accommodate the needs of populations that may have mobility challenges, including persons with disabilities, the elderly, the young and low-income households.

MOBILITY IMPLEMENTATION PLAN (MIP)

The MIP describes the city's approach to multimodal concurrency. This plan provides Performance Metrics and Performance Targets for each mode, as well as Performance Management Areas and Priority Vehicle Corridors. A 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.



TODAY'S CONDITIONS AND TOMORROW'S PROJECTIONS

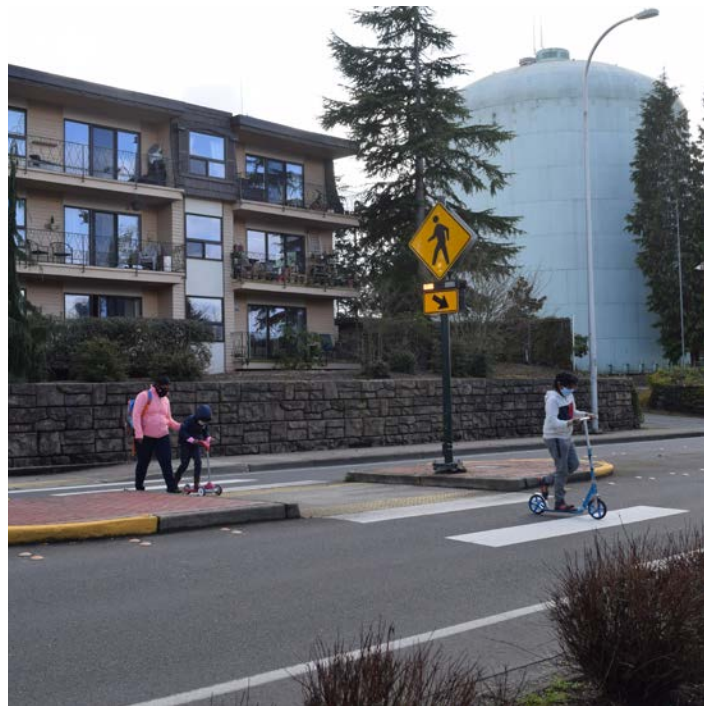
Transportation Today and Tomorrow

As population and employment in Bellevue have grown, traffic volume on many of Bellevue's arterial streets has held relatively steady. This intended outcome 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 emphasizes active transportation and transit use as essential components of mobility in a livable city, while providing streets that operate efficiently. Transit service, including bus rapid transit and light rail, provides mobility options while supporting compact, mixed-use development near transit stations. Bellevue supports transit use by prioritizing capital investments and service enhancements on a frequent transit network described in the city's Transit Master Plan.

To ensure that getting around Bellevue on foot is easy and safe, and that bicycling facilities accommodate riders of all ages and abilities, Bellevue implements and maintains a network illustrated and described in the Pedestrian and Bicycle Transportation Plan. This plan includes policies, design standards and a comprehensive and prioritized project list. The Mobility Implementation Plan defines Performance Targets for each mode that describes the intended user experience and serves to identify and prioritize needed investments.

Implementing the Mobility Vision

Multimodal mobility in Bellevue implements a vision for a community where people can get around by the mode of their choice: walking, bicycling, riding transit or driving. Bellevue continually invests in infrastructure and technology to serve the evolving mobility needs of Bellevue residents, employees and visitors.



PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN

The Pedestrian and Bicycle Transportation Plan articulates a shared vision for walking and bicycling in Bellevue. The plan identifies more than 400 projects that, when funded, would make biking and walking in Bellevue safer and easier.

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 ensure the city provides a supply of transportation facility improvements for all modes that are needed to meet the demand from new development.

Mobility Goals, Performance Metrics and Performance Targets

To create a community where people can easily move about using a variety of travel modes, the city has established goals and policies in this Comprehensive Plan, and Performance Metrics and Performance Targets in the MIP. The city will continue to measure mobility for people traveling on foot, by bicycle, in a private vehicle and on transit, and will document progress toward building a complete and connected multimodal transportation network.

Expanded Transit

East Link light rail has six stations in Bellevue, plus the Overlake Village station in Redmond, that serve nearby neighborhoods and provide connections within Bellevue and to the region. Station area plans will ensure good local access and appropriate nearby land uses. As Bellevue gets to know East Link, the city will plan for future high capacity transit service connecting to regional destinations and will make decisions in support of local transit service to meet rapidly increasing demand.

Mobility Options

Transportation planning and investments will expand options for people to travel within neighborhoods, along corridors and to regional destinations. Transportation network investments will address vehicle congestion and will build projects for all modes that incorporate design for safety, accessibility, connectivity and neighborhood character.

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 will continue to invest in preventative maintenance and responsive repairs to ensure the transportation system serves everyone.

TRANSIT MASTER PLAN

Transit Master Plan articulates a vision for “Abundant Access”, which aims to “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.” The Transit Master Plan summarizes all aspects of the two-year planning process and contains policies that are the guiding framework for transit that is convenient, frequent, efficient, simple, direct and regionally connected. It presents route-level recommendations and details how the City can positively affect transit within Bellevue.

TRANSPORTATION FACILITIES PLAN (TFP)

Typically updated every two to three years, the TFP is a “financially constrained” plan meaning the identified cost of the projects in the TFP must be balanced with the city’s transportation revenue projections for the 12-year plan period. Some projects listed in the TFP include funding allocations for initial development or partial implementation only.

TRANSPORTATION POLICY SUMMARY

Transportation and Land Use

Bellevue implements a multimodal transportation system that supports the city's land use. The city directs investments and services to Regional Centers (as identified by PSRC), Countywide Centers (as identified by King County) and Neighborhood Centers (as identified by Bellevue). Development in Bellevue supports the transportation system by including design features that reinforce the multimodal transportation system.

Transportation Demand Management

Through implementation of transportation demand management (TDM) strategies, the city helps people make choices that can reduce the number of driving trips they take alone and the miles they travel in a private vehicle (single-occupant vehicle (SOV) trips). TDM tools help manage growth in congestion, reduce spending on roadway capacity and parking, lessen environmental and neighborhood impacts of transportation, and meet drive-alone rate mode share targets. 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 toward non-SOV options.
- **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 extend regional trail connections, expand the high-occupancy vehicle lane system and improve transit service.

Carpools, vanpools and employer shuttles 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-SOV travel.

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.

Mobility Management and Technology

Bellevue seeks to implement a multimodal transportation network that accommodates the mobility needs of everyone, with special attention to underserved populations. The city seeks to maximize the performance of all modes of transportation in accordance with the performance targets articulated in the MIP. The

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.

city engages the community in the evaluation and modification of the MIP in concert with each update of the Comprehensive Plan. Transportation improvement projects are identified through an evaluation of the performance of all modes of transportation and engagement with the community through the TFP.

Regional Transportation Coordination

Streets, multipurpose trails and transit routes may cross jurisdictional lines and may be the responsibility of different agencies. Effective regional relationships are required to support regional mobility. Bellevue is an active partner with our municipal neighbors and with the federal, state and county governments and transit service 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 bus transit system and freight network. The I-90 and SR 520 corridors accommodate east-west regional trails, while the Eastrail, parallel to I-405, provides 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 safety, 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 help ensure effective emergency response and mobility for business and personal needs.

photo by Stanton J Stephens





Streets

The street system accommodates travel by private vehicles, transit and rideshare vehicles, freight trucks, active transportation such as bicycling and walking. Daily vehicle trips have plateaued or declined on many Bellevue arterials. In an era of growth, this suggests people are choosing other mobility options for some trips. Bellevue considers the movement, comfort and safety of people using all modes of travel. However, for the foreseeable future, private vehicles will account for the majority of daily trips within Bellevue, and the city will monitor vehicle congestion at System Intersections and the travel speed along designated Priority Vehicle Corridors. A street network that operates safely and efficiently for everyone is one element of a multimodal transportation system. In the MIP, Bellevue recognizes that arterial corridors provide multiple mobility functions with facility types and priorities that may vary between Performance Management Areas.

COMPLETE STREETS

Complete streets are arterial streets that provide context-appropriate facilities for people of all abilities to travel using their choice of mode, including vehicles, active transportation modes and transit, while promoting safe operation for all users.

Roadway Users and Modes. Designed for people of all ages and abilities walking, bicycling and using public transit, and for those driving private vehicles, freight and delivery vehicles and emergency vehicles.

Projects and Phases. Applies on the public right-of-way and easements for all project phases including scoping, planning, designing, implementing, operating and maintaining the transportation system.

Clear, Accountable Exceptions. The conditions for granting exceptions are specific and require approval from the Transportation Director.

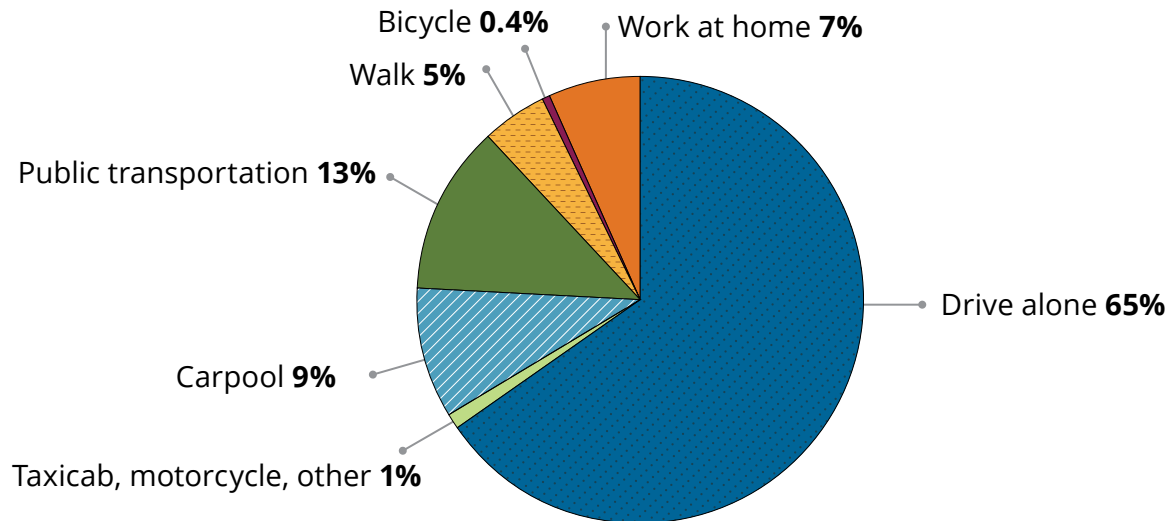
Network Connectivity. Promotes a comprehensive, integrated and connected network for all modes.

Design. Use a best practices approach and incorporate balance and flexibility to accommodate the needs of all roadway users.

Community Context. Complement the context of the corridor and surrounding community.

Performance Measures. Performance is measured against adopted Performance Targets in the MIP, and mode-specific plans, including the Pedestrian and Bicycle Transportation Plan and the Transit Master Plan.

Figure TR-1. Mode Used by Bellevue Residents to Commute to Work



Source: US Census Bureau, 2012-2016. American Community Survey (5-year estimates).

Figure TR-2. Commute Trip Drive-Alone Mode Share Targets

Worker population	2020 Existing	2044 Target
Citywide Residents	47%	40%
Citywide Workers	63%	45%
Downtown Workers	66% (2014 Existing)	30%

Source: 2020 Existing: U.S. Census Bureau, 2018-2022 American Community Survey 5-year estimates. 2014 Existing: US Census Bureau. 2014 Census Transportation Planning Package based on 2012-2016 American Community Survey.

2044 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).



VISION ZERO STRATEGIC PLAN

The purpose of the Vision Zero Strategic Plan is to coordinate existing efforts and new ideas, evaluate crash data, consider public concerns and identify strategies that will reduce traffic fatalities and serious injuries to zero by 2030. The plan provides a coordinated approach across city departments, ensuring that transportation engineers, first responders and other key staff work together. Bellevue City Council Resolution No. 9035 (December 7, 2015) endorsed Vision Zero, recognizing that death and serious injury on city streets is unacceptable and preventable. Policies related to Vision Zero support implementing context-appropriate traffic safety measures for all travel modes to protect the most vulnerable users.

Transit

Bellevue's Transit Master Plan describes a transit system that serves residents, employees and businesses within the city and connects to the region, with a partnership between the city and the transit service providers. Up-to-date transit routes, schedules and trip-planning tools can be found at the King County Metro and Sound Transit web sites and mobile apps. Policies acknowledge the need to maintain and enhance transit facilities and service for Bellevue and to advocate for 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. The MIP describes Performance Targets for transit that operates between activity centers and also focuses on active transportation access to and from bus stops and stations.

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

East Link light rail serves Bellevue with six stations in the city, plus the nearby Overlake Village Station in Redmond. A Sound Transit Long Range Plan provides for planning and designing transit system expansion to supplement projects that are operational or 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, station access and station area planning.

Active Transportation

Pedestrian and bicycle facilities are vital components of Bellevue's transportation system. An integrated, complete, connected and safe pedestrian and bicycle system provides convenient access to schools, work, transit and parks. Performance Targets for each mode are established in the MIP.

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 2050, the adopted 30-year action plan for transportation in the central Puget Sound region.



State and Federal Highways and Corridors

Bellevue works with state and federal governments to enhance freeway access to Bellevue, especially in major commercial centers of Downtown, Wilburton, BelRed, Eastgate and Factoria. The city advocates for improved freeway to freeway access and supports the completion of the Regional High Occupancy Vehicle system. Bellevue also works with state agencies to minimize impacts to areas abutting the freeways and coordinate signaling and traffic management at freeway interchanges. Bellevue supports the work of transit agencies in developing transit facilities on the freeways to accommodate anticipated growth and collaborates on facilities for active transportation access to those facilities.

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 network 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 as described in the Curb Management Plan.

Transportation Finance

The Comprehensive Plan requires investments in all modes, with the objective of providing mobility options and meeting adopted Performance Targets.

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 TFP that identifies long-range needs and cost estimates. Detailed transportation revenues and expenditures are balanced every two years in the city's 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.

Environmental Considerations

Whether considering runoff from streets into streams, tailpipe emissions into the air or noise from tires and engines, the transportation network has the potential to affect the quality of the environment. Environmental policies include proactive efforts in Bellevue to reduce the adverse impacts of transportation. The Transportation element works in conjunction with the Climate and Environment element to reduce environmental impacts. Targets for emissions reductions and per capita vehicle miles traveled are documented in the Environmental Stewardship Plan.

Residential Safety and Livability

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

- Noise and safety issues arising from cut-through traffic (traffic on a residential street that has neither an origin nor a destination within the neighborhood) and non-residential parking on residential streets.
- Street and transit projects in and near residential areas that may affect neighborhood 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 street improvements, traffic safety measures and prioritized mobility modes along corridors that are compatible with neighborhood character and quality of life.

Trip density is the number of daily person-trips per acre within a Performance Management Area. This is a forecast for 2044 to provide information on the timing, location and capacity needs of future growth.

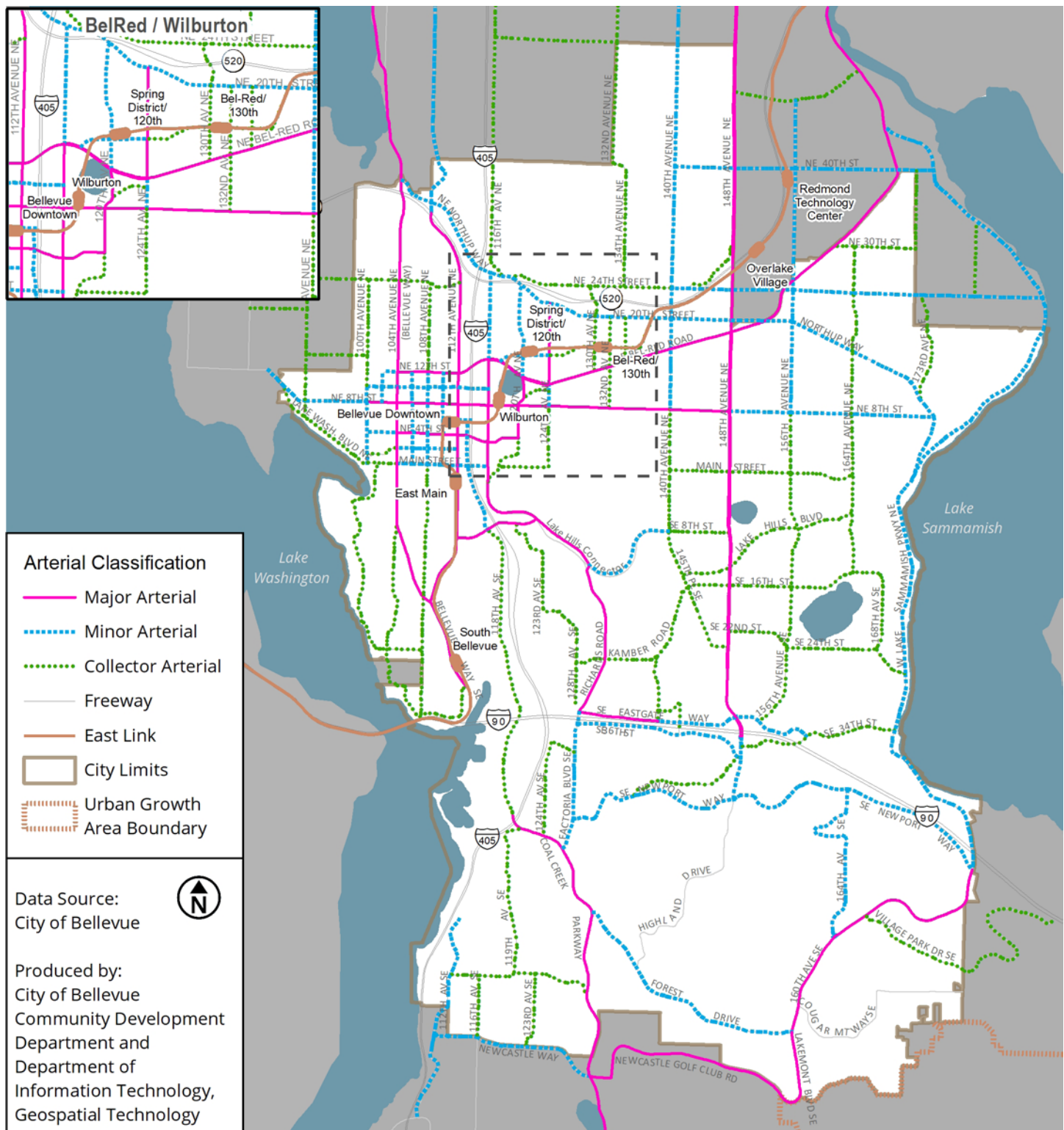


This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



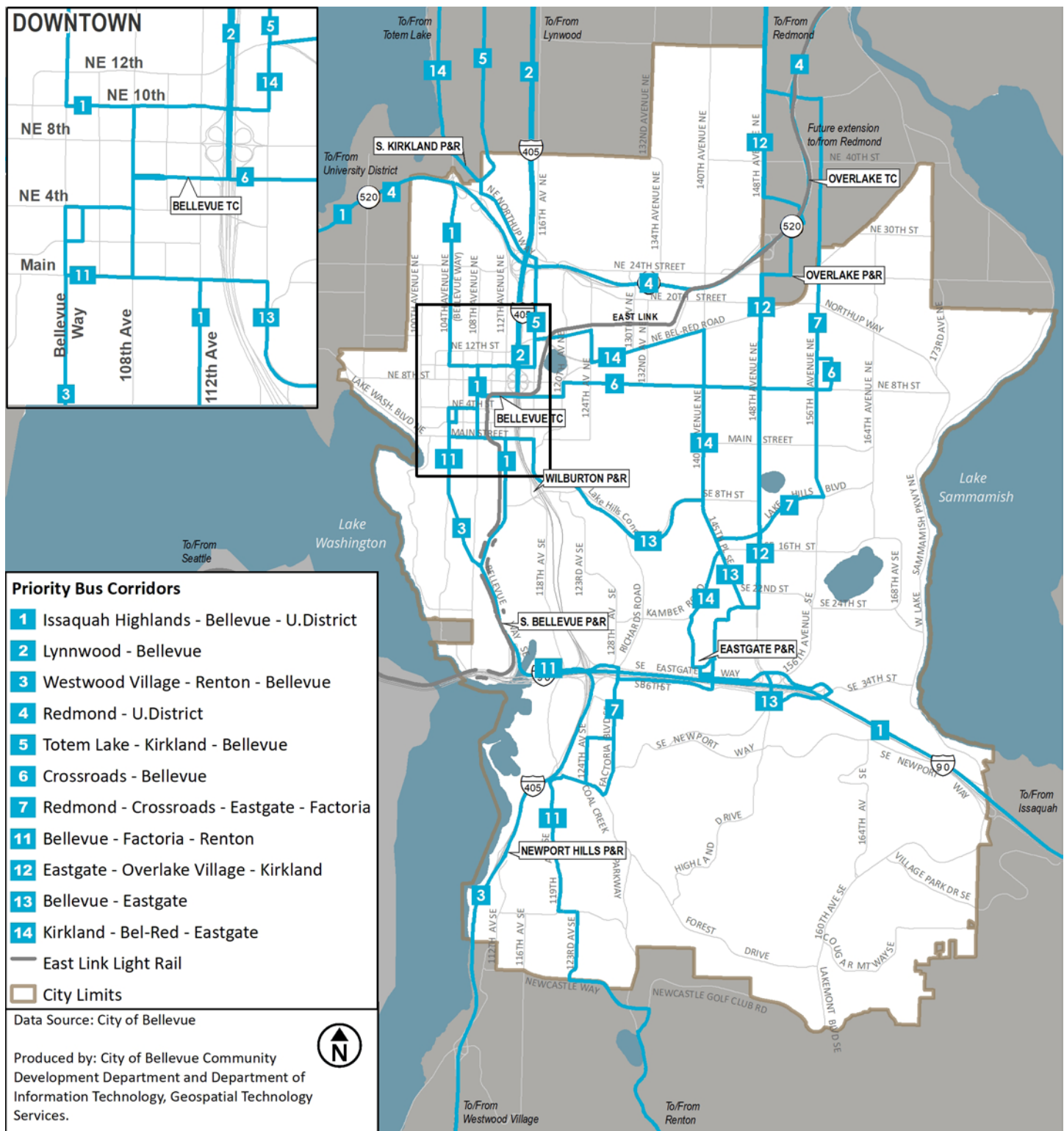
Map TR-3. Transit Facilities

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-4. Frequent Transit Network

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.



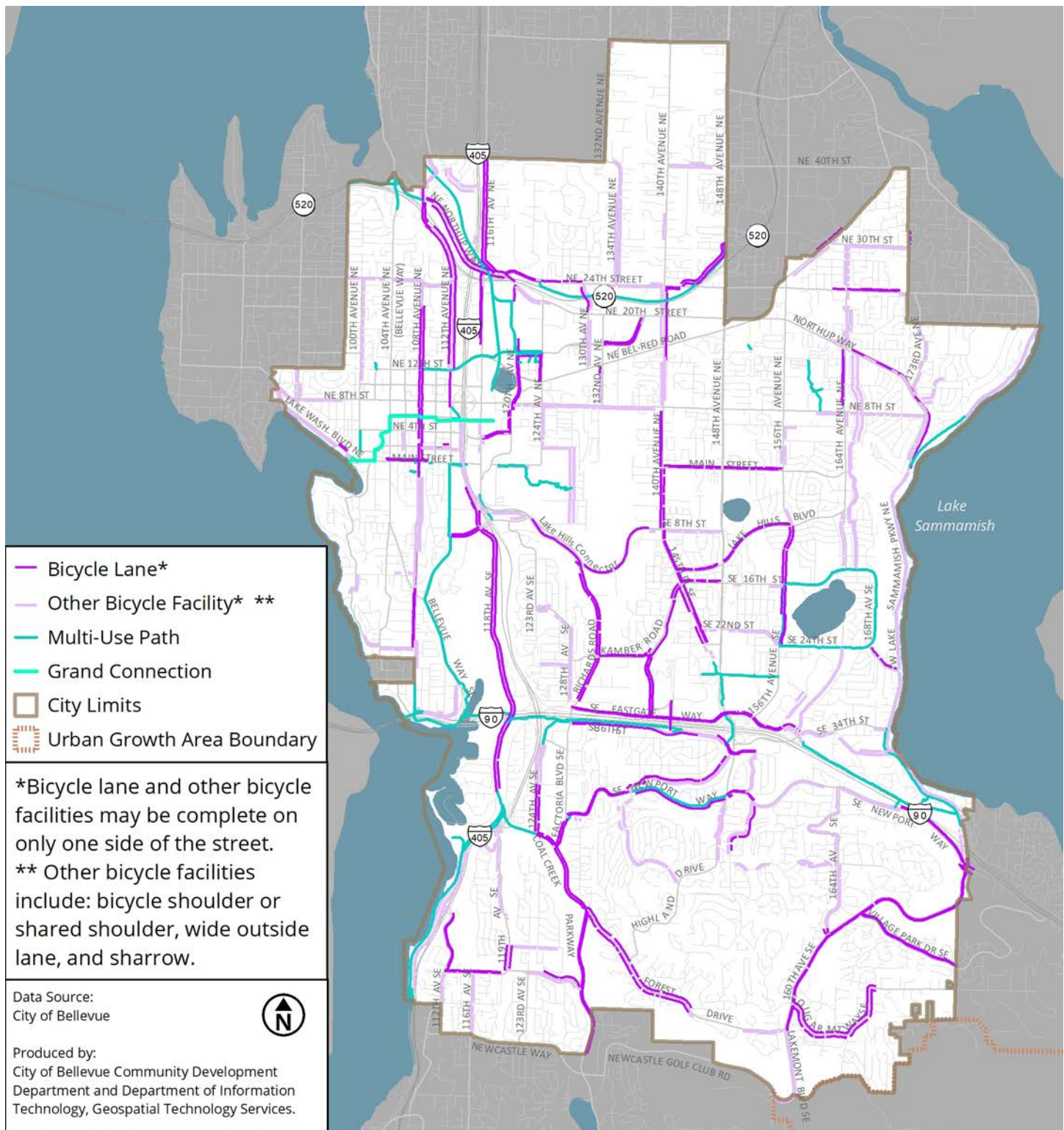
Map TR-5. Pedestrian Facilities

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.



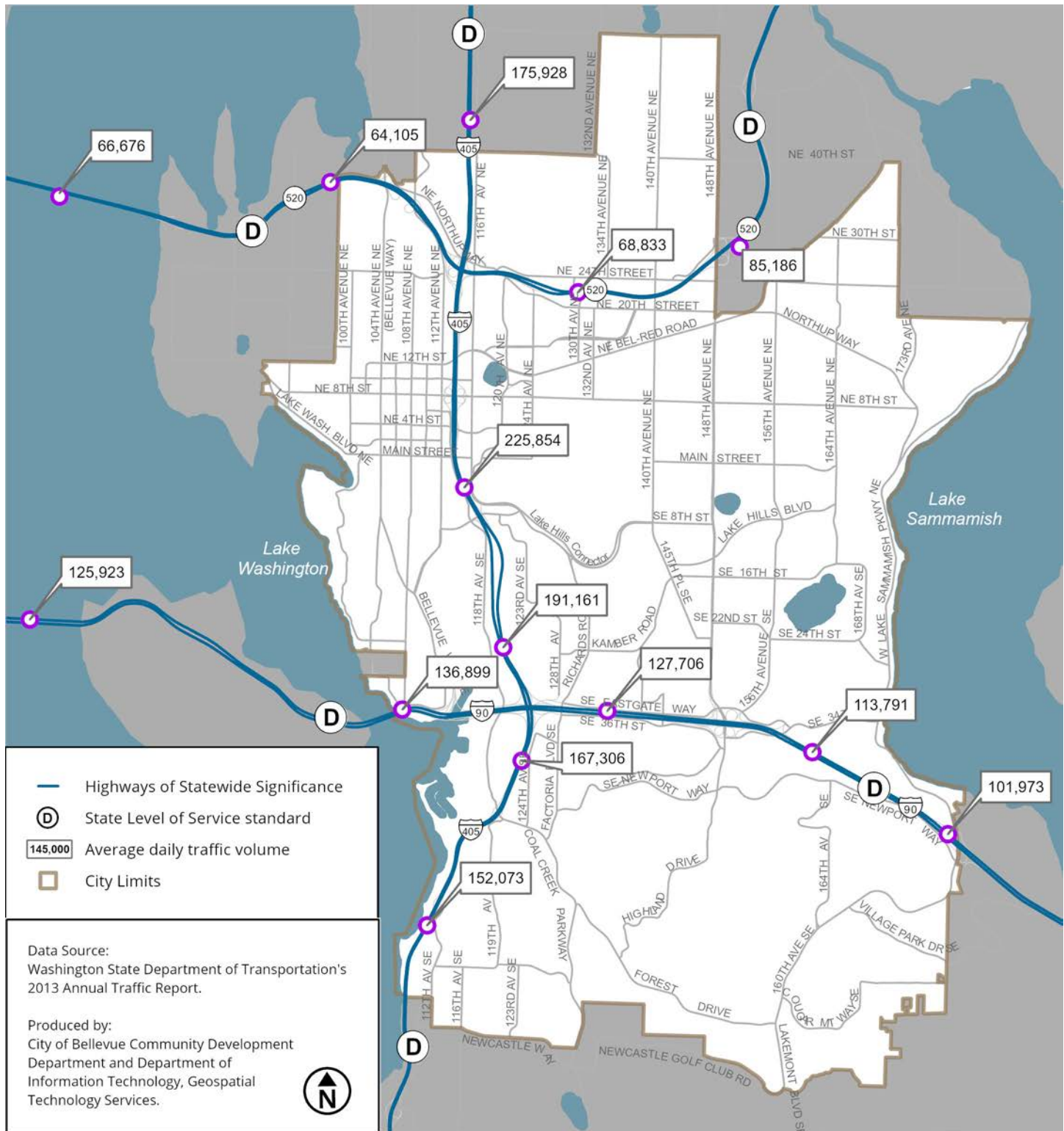
Map TR-6. Bicycle Facilities

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.



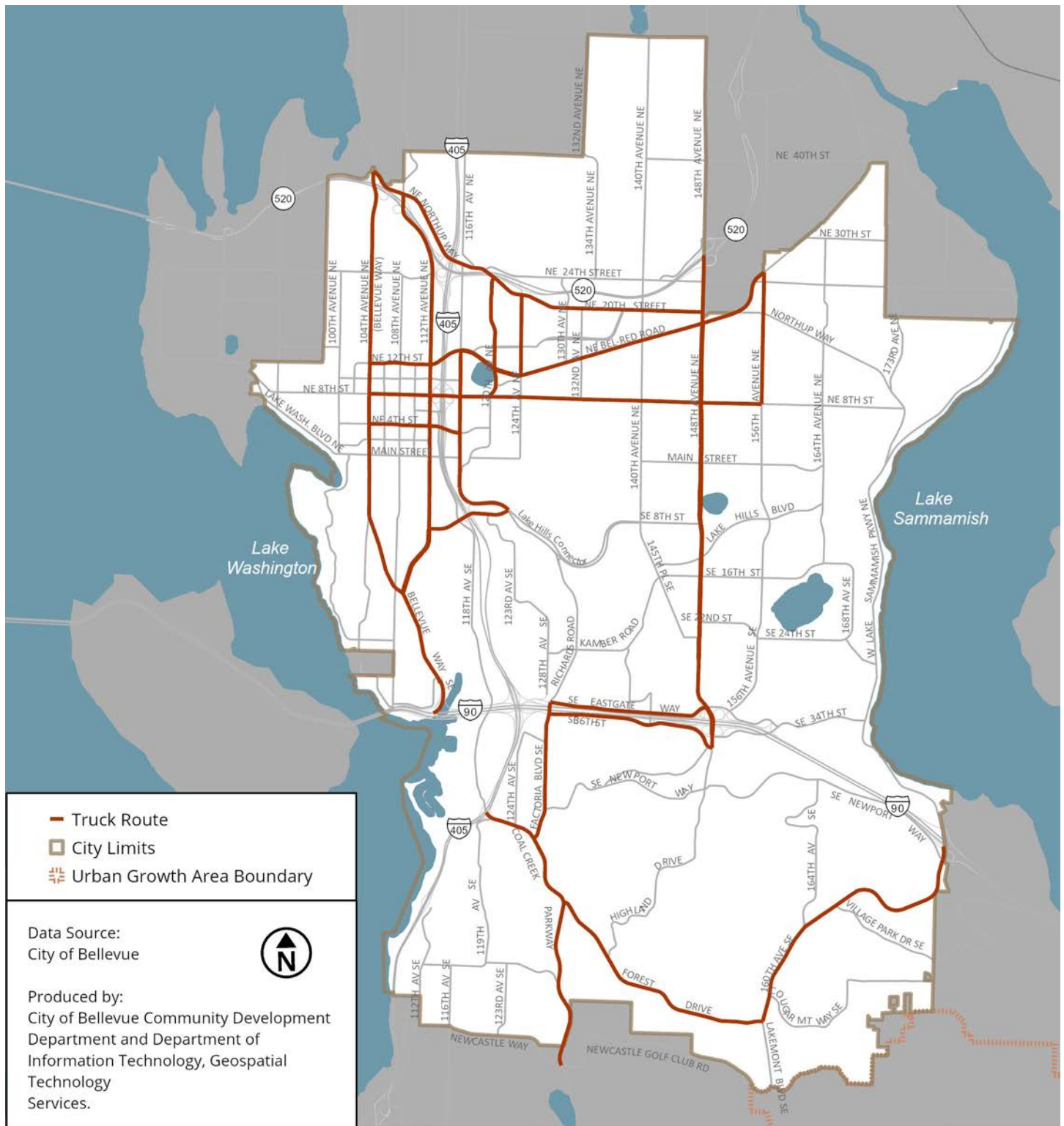
Map TR-7. Highways of Statewide Significance

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-8. 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

Goals

To scope, plan, design, implement, operate, maintain and enhance a comprehensive multimodal transportation system to serve all members of the community.

To improve all mobility options so that everyone in Bellevue has a safe, comfortable, and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally and fiscally sustainable modes.

Policies

Transportation and Land Use

- TR-1.** Integrate land use and transportation planning and decisions to support the Comprehensive Plan.
- TR-2.** Direct transportation investments and services to support the designated Urban Center and the Countywide Centers identified in the Countywide Planning Policies.
- TR-3.** Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.

Transportation Demand Management

- TR-4.** Establish targets to increase the proportion of commute trips by non-drive-alone mode.
- TR-5.** Periodically evaluate progress toward mode share targets and adjust programs and activities as needed to achieve them.
- TR-6.** Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit service providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address factors such as the following:
 - 1. Parking management;
 - 2. Assistance to facilitate and increase the use of transit, carpooling, vanpooling, active transportation and flexible work schedules;
 - 3. Other transportation demand management program elements, including marketing, outreach and incentives; and
 - 4. Reporting, monitoring and performance evaluation standards.
- TR-7.** 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-8.** Encourage employers to reduce peak period commute trips by facilitating employees' use of telework, flexible work hours, compressed work week schedules, and other scheduling options.
- TR-9.** Maintain a comprehensive and effective transportation demand management program for city employees, to set an example for other employers.
- TR-10.** 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 and safe 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-11.** 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-12.** Provide outreach and assistance to increase awareness and use of alternatives to driving alone for all types and purposes of trips.
- TR-13.** Evaluate and facilitate car-sharing and micromobility-sharing programs.
- TR-14.** Support federal and state tax policies that promote transit use and ridesharing.
- TR-15.** 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-16.** Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of travel demand management.

Mobility Management and Technology

- TR-17.** Scope, plan, design, implement, operate and maintain a complete and multimodal transportation network in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.
- TR-18.** Ensure that the transportation network infrastructure in Bellevue provides mobility options for all modes and accommodates the mobility needs of everyone, including underserved populations.
- TR-19.** Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.

- TR-20.** Aggressively plan, manage and expand transportation investments to reduce congestion and expand mobility opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
- TR-21.** Design and develop arterial improvements, including added vehicular capacity, transit facilities and non-motorized active transportation components, to serve citywide travel demand generated by the increases in density in the land use plans, in addition to citywide and regional travel demand.
- TR-22.** Incorporate pedestrian and bicycle facility improvements into roadway projects to provide complete and connected active transportation networks.
- TR-23.** Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and the Mobility Implementation Plan.
- TR-24.** Increase connectivity and system completeness for all transportation modes to create a Complete Streets arterial network.
- TR-25.** Design, implement and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).
- TR-26.** Employ a citywide multimodal level-of-service concurrency standard that provides a supply of transportation facilities that meets the demand from new development.
- TR-27.** Monitor and document transportation system performance in accordance with the Mobility Implementation Plan.
- TR-28.** Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each periodic update of the Comprehensive Plan, or as warranted by changed circumstances.
- TR-29.** Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Mobility Implementation Plan Performance Targets through updates to the Transportation Facilities Plan.
- TR-30.** Plan for and prioritize transportation system projects to support land use and to address Performance Target gaps in each update of the Transportation Facilities Plan.
- TR-31.** Monitor and implement as appropriate, emerging technologies that are intended to improve mobility, safety, efficiency and people-moving capacity on existing and planned transportation network facilities.
- TR-32.** Design, maintain, and protect the transportation network to be resilient to disaster and impacts related to climate change.
- TR-33.** Design curb uses, curb typologies and modal priorities.
- TR-34.** Consider implementation of a pay-for curb use program.

- TR-35.** Identify and create regulated passenger loading zones for taxi and rideshare use, primarily within the Type 1 Performance Management Area as defined in the Mobility Implementation Plan.
- TR-36.** Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.
- TR-37.** Consider creating designated curbside zones to allow for vendor and food truck activity.
- TR-38.** Consider creating activated curbside zones, such as on-street dining areas, parklets and other placemaking solutions.
- TR-39.** Develop and implement a curb management plan that designates a curb typology, established a pay-for curb use program recommendation, facilitates dynamic curbside management and accounts for various movement, access, and placemaking functionalities.

Regional Transportation Coordination

- TR-40.** Work actively and cooperatively with other Eastside jurisdictions regional and state agencies and transit service providers 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 2050, the 2022-2050 Regional Transportation Plan and the Countywide Planning policies for King County.
- TR-42.** Utilize the Eastside Transportation Program Partnership as a forum for the planning, funding, and coordination of transportation system improvements that involve multiple jurisdictions.
- TR-43.** Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.
- TR-44.** Cooperate with other jurisdictions to resolve mutual land use and transportation concerns.
- TR-45.** Provide an arterial system, and encourage the state to provide a freeway system, that together support local and regional mobility and land use plans.

Streets

- TR-46.** Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.
- TR-47.** 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-48.** Provide sufficient arterial rights-of-way or obtain easements to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering the visual and functional continuity of the corridor.

- TR-49.** Design arterials and streets to fit the intended character of the areas through which they pass.
- TR-50.** Maintain and enhance safety for all users of the street network.
- TR-51.** Ensure that maintenance of the existing transportation network facilities be given priority consideration.
- TR-52.** Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential safety improvements and implement recommended changes.
- TR-53.** Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.
- TR-54.** Minimize the number of driveways along arterials to improve the pedestrian and bicycle environment and to reduce the potential for collisions.
- TR-55.** Ensure that city street improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.
- TR-56.** Assess arterial speed limits and address concerns related to safety through appropriate speed limits, countermeasures and other techniques.
- TR-57.** Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists at peak periods and/or to optimize person throughput along a corridor following a comprehensive technical analysis and exploration of other options.
- TR-58.** Strive to eliminate traffic deaths and serious injuries on Bellevue streets by 2030 in accordance with the Vision Zero Strategic Plan.
- TR-59.** Update Vision Zero Action Plans annually to systemically and holistically address safety challenges using the Safe System Approach.
- TR-60.** Advance Vision Zero by implementing Safe Streets strategies that enable and encourage safe behaviors by design.

Transit

- TR-61.** Implement the Bellevue Transit Master Plan in collaboration with transit service providers and other partners to ensure that transit is an easy and attractive mobility option for those who live, work, visit, learn or do business in Bellevue.
- TR-62.** 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-63.** Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside and to regional destinations.
- TR-64.** Support a frequent transit network in Bellevue that serves mobility 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-65.** Work with transit providers to create, maintain and enhance a system of transit-supportive facilities and amenities.
- TR-66.** 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-67.** Integrate safe pedestrian and bicycle access to transit in collaboration with transit service providers and private-sector developers.
- TR-68.** 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-69.** 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-70.** Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.
- TR-71.** Identify and preserve necessary right-of-way for transit facilities in collaboration with transit service providers.
- TR-72.** Develop and maintain safe and convenient active transportation access to transit stops and stations, through shared responsibility with transit providers and private-sector developers.
- TR-73.** Facilitate safe intermodal transfers and increased access to transit in mobility hubs through partnerships with public transit service providers and shuttle services.
- TR-74.** 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-75.** Collaborate with employer-based and other private transit service providers to ensure that these services are integrated into the transit service planning and curb management practices.
- TR-76.** Create mobility hubs in alignment with King County Planning Policy guidance.
- TR-77.** 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-78.** Collaborate with transit service providers to expand high capacity transit to advance the city's long-term transportation and land use objectives, minimize environmental and residential impacts and optimizes regional system ridership and performance.

- TR-79.** 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-80.** Ensure that light rail 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 light rail while minimizing impacts to other modes.
- TR-81.** Support plans by transit service providers to connect Bellevue, Seattle, Kirkland and Issaquah with high-capacity transit service that optimizes convenience for riders.
- TR-82.** Collaborate with transit service providers to plan for and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision.
- TR-83.** Partner with transit providers and work closely with residents, businesses and other stakeholders in the design, security, maintenance and operation of transit stations and facilities to integrate them into the community.
- TR-84.** Implement standards and guidelines to create transit stations that are valued places in the community.
- TR-85.** 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-86.** Protect residential neighborhoods adjacent to transit facilities from spillover impacts related to construction and operation.
- TR-87.** Maintain and enhance safety when incorporating high capacity transit along Bellevue streets.
- TR-88.** Support transit speed and reliability investments intended to achieve performance targets in the Mobility Implementation Plan, while maintaining capacity for other modes.
- TR-89.** Ensure that agreements with transit providers include elements to provide long-term safety and security, operation and maintenance of stations.
- TR-90.** Develop and implement 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-91.** 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-92.** 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-93.** Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with transit providers.

Active Transportation

- TR-94.** Promote and facilitate active transportation.
- TR-95.** Incorporate active transportation facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-96.** Implement the Pedestrian and Bicycle Transportation Plan and evaluate, describe, and prioritize projects that address Performance Target gaps through the Mobility Implementation Plan.
- TR-97.** Construct, maintain and repair facilities for active transportation in accordance with current standards and guidelines.
- TR-98.** Obtain improvements and easements for active transportation facilities and provide on-site bicycle parking through development review.
- TR-99.** Coordinate with the Washington State Department of Transportation and with neighboring jurisdictions in the planning, design, construction and maintenance of active transportation facilities that pass through Bellevue as part of a regional system.
- TR-100.** 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-101.** Consider the personal health benefits and the community environmental benefits of active transportation in project design and funding.
- TR-102.** Promote and support the design, development and use of Eastrail as a regional multimodal facility.
- TR-103.** Provide for current or future multi-modal transportation use and access when considering public and private projects adjacent to and across Eastrail.
- TR-104.** Promote and support the design, development and use of the Grand Connection as a regional active transportation facility.
- TR-105.** Support establishment and operation of a shared micromobility service in Bellevue.
- TR-106.** Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.
- TR-107.** Integrate the Mountains-to-Sound Greenway Trail into the I-90 corridor through Bellevue.

State and Federal Highways and Corridors

- TR-108.** Support and advocate for improved freeway-to-freeway access.
- TR-109.** 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-110.** Encourage the Washington State Department of Transportation to enhance freeway access to serve Downtown Bellevue, Wilburton, BelRed, Eastgate and Factoria.
- TR-111.** Work with state and regional agencies to ensure adequate capacity for both general purpose and high occupancy vehicle traffic on state highways.
- TR-112.** Work with state agencies to incorporate enhancements to minimize impacts when improving state highways.
- TR-113.** Support transit agencies in developing high-capacity transit facilities and service on I-90, I-405, and SR- 520 that will support planned growth and accommodate anticipated transit ridership.
- TR-114.** Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.
- TR-115.** Collaborate with partner agencies to include facilities for active transportation when planning, designing and constructing enhancements to I-90, I-405 and SR-520.
- TR-116.** 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

- TR-117.** Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.
- TR-118.** Require new development to provide for large-scale freight loading and unloading on-site rather than on the public right-of-way.
- TR-119.** Provide flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through development review and curb operation changes.

Transportation Finance

- TR-120.** Maintain broad-based financing capability to address Mobility Implementation Plan Performance Targets gaps through projects adopted in each update of the Transportation Improvement Program (TIP), the TFP and the CIP.
- TR-121.** Seek broadly-based financing through a mix of funding sources to support the TFP and the CIP through proportional participation from the beneficiaries of the system.
 - 1. The citywide community;
 - 2. Existing businesses and property owners; and
 - 3. New development.
- TR-122.** 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-123.** Leverage local funding to seek and secure state and federal funds for transportation capital, maintenance, and operations.
- TR-124.** Provide and prioritize transportation funding to address Performance Target gaps for people walking, biking, riding transit, and travelling in a car.
- TR-125.** 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-126.** 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-127.** 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-128.** Secure funding to implement transit service and capital facilities.

Environmental Considerations

- TR-129.** Develop the transportation system in Bellevue to avoid, minimize or mitigate environmental impacts, while addressing long-term transportation and land use objectives.
- TR-130.** Support means to reduce per capita vehicle miles traveled and transportation-source greenhouse gas emissions.
- TR-131.** Add electric vehicle charging stations in designated curbside zones as required through development review.
- TR-132.** Partner with state, county, and local jurisdictions, agencies, and public and private utilities on mobility electrification.
- TR-133.** Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.

Residential Safety and Livability

- TR-134.** Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.
- TR-135.** Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the study, planning, design, permit and construction phases.
- TR-136.** Involve affected neighborhoods, residents and other community partners in the planning and design of transportation system improvements.

- TR-137.** Minimize non-residential parking in neighborhoods through residential parking zones and other measures.
- TR-138.** Monitor traffic volume and speed on residential streets and establish appropriate traffic control measures with residents' concurrence.
- TR-139.** Consider the needs of all roadway users when designing and building neighborhood traffic safety projects.
- TR-140.** Employ traffic calming measures that adhere to Vision Zero and Complete Streets principles to slow vehicular travel speed along residential streets and to discourage cut-through traffic.