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## POLICY ELEMENT

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### CHAPTER XVII - REVIEW OF COMPREHENSIVE PLAN TRANSIT POLICIES

As part of any comprehensive planning process, it is vital to revisit existing guiding policies to assess the applicability of those policies, reference them in development of plans and alternatives, and, if necessary, propose modification of those policies to better reflect present conditions.

As noted, Bellevue's long-range vision concerning the City's growth and related transportation needs is outlined in its *Comprehensive Plan*. Comprehensive Plan policies serve as the "umbrella" by which all other policy is created and implemented and project-specific solutions are developed. As such, the Comprehensive Plan policies related to transit are revisited in this section to assess their continued applicability, to outline current staff initiatives in the policy area, to propose modifications where and if necessary, and, in some cases, to provide recommendations for additional staff-driven initiatives. Table XVII-1 at the conclusion of this chapter should be used to reference proposed language changes and recommendation by policy.

Where possible, policies serving like initiatives are examined together.

#### *Non-Motorized Access to Transit*

A number of Comprehensive Plan policies address the issue of non-motorized access to transit. Some recommendations on implementing improvements to non-motorized access to transit have been outlined within the Capital Element of this plan. Within this section, the supporting policies are addressed here in the following categories:

- Working with Developers
- Prioritizing Non-Motorized Projects
- Leveraging Other Project Plans
- Partnerships with Transit Providers

#### **Working with Developers**

##### **Policy TR-7**

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

- Orient the major building entries to the street and closer to transit stops;
- Avoid large surface parking areas between the building frontage and the street;
- Provide pedestrian pathways that minimize distances to activities and to transit stops;
- Where feasible, cluster major buildings within developments to improve pedestrian and transit access;
- Provide weather protection in key areas, such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;

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- Design for pedestrian safety, including adequate lighting and paved, hazard-free surfaces;
- Provide bicycle connections and secure storage convenient to major transit facilities;
- Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
- Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
- Encourage the availability of restrooms for public use.

### **Policy TR-53a**

Work with private developers and the transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, commercial office, and other types of development. [Amended Ord. 5058]

#### *Current Staff Initiatives*

These design features are being implemented now through the City's Land Use Code regulations and design review process. Staff works with the Development Review group on a weekly basis to make sure that new developments include the frontage improvements as outlined in the *Pedestrian and Bicycle Transportation Plan Update*.

As part of this process, staff reviews submitted pre-applications for development and compares the proposed site plans with the *Pedestrian and Bicycle Transportation Plan Update*. As a result of this comparison, recommendations for improvements such as sidewalks, setbacks for future bicycle lanes, trails, and so forth are made for the envisioned project. Additionally, recommendations for more direct connections from the street or bus stop to the building entrance, or at a minimum, a sidewalk from the building to the street sidewalk are outlined. Finally, recommendations are often made for inclusion of bicycle racks for new developments, especially those in high-density areas, or schools or activity centers.

This review process and recommendations are supported by a number of pedestrian-friendly codes in the Development Manual:

- 14.60.70 Transportation Management Program-specifies elements of a program to reduce single-occupant vehicle trips by requiring employer support of alternate mode choices.
- 14.60.110 Street Frontage Improvements-requires the construction of sidewalk or other pedestrian facility fronting the development site.
- 14.60.115 Americans with Disabilities Act-provides that street frontage improvements and non-motorized facilities shall meet the ADA requirements.
- 14.60.190 Non-motorized Facilities-references the Pedestrian and Bicycle Transportation Plan Update. Requires the provision of non-motorized facilities where called out in the Plan.
- 14.60.241 Sight Distance Requirements for Pedestrian Safety-specifies design sight distance criteria for vehicle access points crossing pedestrian facilities.

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### *Recommendation*

Staff intends to use the guidelines in the *Pedestrian and Bicycle Transportation Plan Update* to improve implementation of policies on provision of bicycle connections and secure bicycle storage convenient to major transit facilities. Further, development of criteria to establish the level of bicycle parking required for specific uses will be undertaken.

No language changes are recommended to Policies TR-7 and TR-53a at this time.

### **Prioritizing Non-Motorized Projects**

#### **Policy TR-57**

Assign high priority to pedestrian and bicycle projects that serve the following objectives:

- Address safety issues,
- Provide access to activity centers,
- Provide linkages to the transit and school bus systems,
- Complete planned pedestrian or bicycle facilities or trails, and
- Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes

Minimal energy paths, the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse, shall be recognized and developed.

[Amended Ord. 5168]

### *Current Staff Initiatives*

Staff developed methodologies for prioritization of non-motorized access projects within the *Pedestrian and Bicycle Transportation Plan Update*. Prioritization of pedestrian projects to reflect the role of access to transit is explicitly outlined within the Capital Element of the *Bellevue Transit Plan*.

### *Recommendation*

Within Chapter VII of the Capital Element of the *Bellevue Transit Plan* are specific criteria for prioritizing pedestrian projects in support of access to transit. These criteria are recommended for use when considering Priority A projects within the *Pedestrian and Bicycle Transportation Plan Update*. Priority A projects are of higher priority because they address pressing safety issues or provide key connections within the Pedestrian and Bicycle Systems. The use of ranking criteria outlined in the Capital Element of this plan to further assess these projects should be incorporated into the City's *Pedestrian and Bicycle Transportation Plan Update*.

No language changes are recommended to Policy TR-57 at this time.

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### Leveraging Other Project Plans

#### **Policy TR-22**

Incorporate pedestrian and bicycling improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

#### *Current Staff Initiatives*

The incorporation of non-motorized improvements into roadway projects occurs through the CIP process. All potential non-motorized projects are initially identified through the City's *Pedestrian and Bicycle Transportation Plan Update*. As CIP projects are designed, staff ensures that elements included in the *Pedestrian and Bicycle Transportation Plan Update* are incorporated into the overall scope of the CIP project. Examples of this process are the pedestrian and bicycle improvements being made as part of improvements to Lake Washington Boulevard (which provides a connection to the Newport Hills Park-and-Ride lot), Richards Road, 140th Avenue, and Kamber Road.

In addition to consideration through the CIP process, staff seeks out opportunities within planned improvements in the Pavement Overlay Program to determine where non-motorized facilities can be included as part of overlay projects. Finally, staff works with NEP staff to fund non-motorized projects (usually trails or sidewalks). Coordination with the Overlay Program and NEP are often funded through the Pedestrian Access Improvement Program, which has an annual fund of \$325,000.

#### *Recommendation*

No additional staff initiatives or language changes to Policy TR-22 are recommended at this time.

#### **Policy TR-6**

Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.

#### *Current Staff Initiatives*

The new community facilities that have been approved in the past few years are the Bellevue Art Museum and the Environmental Education Center in Mercer Slough. As envisioned by Policy TR-6, both of these facilities have pedestrian and bicycle access. Further, the Bellevue Art Museum is very accessible by transit service.

#### *Recommendation*

Proceed with current approach to determining siting for community facilities. No language changes are recommended to Policy TR-6 at this time.

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### **Partnerships with Transit Providers**

#### **Policy TR-53b**

Develop partnerships with the transit providers to implement projects identified in the Transit Neighborhood Links Study to provide better access to transit service. [Amended Ord. 5058]

#### **Policy TR-58**

Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.

#### *Current Staff Initiatives*

The City is an active partner with King County and Sound Transit on the development and improvement of transit centers and park-and-ride lots. As a partner, the City makes recommendations to the transit agencies on ways to improve security, and maximize mobility and access. Examples include the Eastgate Park-and-Ride lot, and the Bellevue Transit Center.

For the Eastgate Park-and-Ride lot, the City was successful in getting the proposed garage relocated to allow for the bus drop off and waiting area toward the front, facing Eastgate Way. This provided a more open and secure location, and improved access for pedestrians and bicyclists. For the Bellevue Transit Center, the City was instrumental in developing a bicycle station and improved wayfinding as part of the overall project.

The City has completed a number of projects as a result of the Transit Neighborhood Links Study. One example is the bus stop/shelter located on the south side of NE 8th Street, east of 116th Avenue. Another project currently underway is the South Bellevue Park-and-Ride neighborhood link project. This project will provide for a pedestrian connection between the South Bellevue Park-and-Ride lot, and the neighborhood to the west of 112th Avenue. Metro is a contributing partner to both of these projects.

With regard to access to school bus stops, the City works with the school districts in their role as a “transit provider” to make improvements where possible, within existing funds. One example is on NE 40th Street, west of 148th Avenue. In this case, the Bridle Trails neighborhood has requested that the City provide a pedestrian path on the south side of the roadway to allow students to safely reach their bus stop. The City is using the Pedestrian Access Improvement Program to fund this project. This project is scheduled to be built Fall 2002.

#### *Recommendation*

No additional staff initiatives or language changes to Policies TR-53b and TR-58 are recommended at this time.

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### ***Transportation Demand Management***

Comprehensive Plan policies related to Transportation Demand Management are examined here in the following areas:

- Commute Trip Reduction and Parking Management
- Marketing and Outreach to Promote Transit Alternatives

### **Commute Trip Reduction and Parking Management**

#### **Policy TR-8**

Coordinate with other Eastside jurisdictions, the private sector, and the transit provider to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and which implement the state Commute Trip Reduction Act and address the following factors:

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

#### **Policy TR-9**

Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold, if needed, to achieve the City's goals for reducing use of single-occupant vehicles.

#### **Policy TR-10**

Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage single-occupant vehicles, such as:

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

#### ***Current Staff Initiatives***

The City's efforts to increase transit ridership through parking policies are reflected in the Commute Trip Reduction Ordinance and the Traffic Standards Code.

The Commute Trip Reduction Ordinance requires employers who employ more than 100 employees to implement a trip reduction program. The program requires employers to reduce the percentage of employees that commute using single-occupant vehicles. The City

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assists Bellevue-area employers in meeting their trip reduction goals by offering technical assistance, incentives, and public information.

The City of Bellevue Traffic Standards Code currently requires developers to implement transportation management programs to reduce use of single-occupant vehicles. To achieve a reduction in single-occupant vehicle driving, a program may include the following elements: (i) An information kiosk that posts transit and ridesharing information; (ii) Preferential parking for carpools and vanpools; (iii) Financial incentive for ridesharing; (iv) Guaranteed ride home; and/or (v) Employee transportation coordinator.

### *Recommendation*

With regard to parking policies and related incentives for new development, as part of the Development Manual Update process, staff is proposing to include a new initiative in section 14.60.070 that would require developers to provide 50 percent discounted parking for carpool and vanpool participants. Also, a financial incentive equal to at least the current value of a one-zone KCM transit pass (\$54 per month) would have to be offered to carpool and vanpool participants.

The City has not undertaken strategies outlined in the above Comprehensive Plan that create economic disincentives for development of parking or use of SOVs (i.e., higher parking prices for SOV vehicles). Additionally, assessment of possible lowering the CTR threshold has not been evaluated. As such, it is recommended that additional consideration and assessment of parking policies is undertaken to support these Comprehensive Plan directives:

- 1) Conduct a study to assess the parking needs in the area and alternative policy options available (including an assessment of: methods to charge for parking single-occupant vehicles; a parking tax through state-enabling legislation; and tax incentives and other credits to employers that eliminate employee parking subsidies).
- 2) Develop a comprehensive parking policy and management plan.
- 3) Examine potential impacts of lowering CTR participation requirement on SOV usage as well as implementation impacts.

A final recommendation related to Parking Management in Bellevue is the creation of a “Ride Free Area” (RFA) in Downtown Bellevue. There is strong support for consideration of this initiative in the Bellevue business community. In response to this support, King County Metro is expected to provide a report to the Regional Transit Committee, by June 2003, which identifies the issues associated with (1) extension of the existing downtown Seattle RFZ, (2) implementation of a RFA for another Seattle urban neighborhood, and (3) implementation of a RFA in one or more suburban cities. Given that Bellevue is not explicitly identified in the scope of this report, the City should work with King County to ensure that this examination includes an assessment of a Downtown Bellevue RFA.

No language changes to Policies TR-8, TR-9, and TR-10 are recommended at this time.

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### Marketing and Outreach to Promote Transit Alternatives

#### **Policy TR-16**

Promote increased citizen awareness of travel alternatives available for mid-day as well as commute trips.

#### **Policy TR-73a**

Work in partnership with transit providers to market and promote regional transit services [New Ord. 5247]

#### *Current Staff Initiatives*

During the past several years, the City has partnered with King County and Sound Transit to market and promote regional transit services. As part of the City's Transportation Demand Management activities, the City coordinated promotional efforts to improve awareness of transit services and increase transit ridership among commuters and residents.

The City administers several programs to help increase transit ridership. The programs include the Commute Trip Reduction program, the Residential Pass program, the Access Downtown Rideshare program, and the Bel-Red/Overlake Trip Reduction program. All of these programs offer incentives to commuters and residents for using public transit and ridesharing services. The City plans to continue and possibly expand these programs in the future.

In addition to the programs that the City administers, the City promotes regional transit services through various communication methods, which include the following activities:

- Publish the Bellevue Transit Map;
- Post information on the City's One Less Car web site;
- Print and distribute promotional posters and brochures;
- Conduct transportation fairs;
- Issue media releases.

#### *Recommendation*

To reflect the focus of the City's present outreach tasks accomplished under this policy directive, staff recommends modification of Policy TR-73a in the following manner:

Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers. [New Ord. 5247]

No language changes to Policy TR-16 are recommended at this time.

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### ***HOV/HCT Improvements***

A number of Comprehensive Plan policies relate to expansion of state highway capacity especially in the area of HOV network development.

#### **Policy TR-68b**

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

#### **Policy TR-68d**

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

#### **Policy TR-68f**

Support multi-modal transportation solutions including general-purpose lanes, high-capacity transit, HOV lanes, transit and non-motorized improvements that use the best available technologies.

#### **Policy TR-68g**

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

#### **Policy TR-68h**

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

In addition, related ROW preservation specific policies are addressed below.

### ***Current Staff Initiatives***

The primary efforts by the City in advancing these policies have been in its partnerships with the State and regional partners. For instance, Bellevue is working with Sound Transit and WSDOT to improve HOV access into Bellevue through Access Downtown and the Eastgate direct access project. Also, the City continues to be actively involved in the I-405 Corridor Program, the Trans-Lake Washington Project, and the I-90 Two-Way Transit/HOV Project. In all of these efforts, the City has been a strong supporter of multimodal transportation solutions: forging agreements for I-405 improvements that include HOV system completion, TDM and non-motorized improvements, advocating for the completion of the HOV system on I-90, and working toward a SR 520 solution.

Finally, the City has been at the forefront of other regional projects advocating for system improvements. Recent activities have included a lead role in shaping the Metro Six-Year Transit Plan, advocating for Sound Transit Phase 2 planning, as well as continuing to invest in multimodal solutions through its own CIP.

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### *Recommendation*

No additional staff initiatives or language changes to Policies TR-68b, TR-68d, TR-68f, TR-68g, or TR-68h are recommended at this time.

### ***ROW Preservation***

#### **Policy TR-72**

Identify and preserve necessary right-of-way for regional transit facilities. [Amended Ord. 5058]

### *Current Staff Initiatives*

The City recognizes that to ensure future expansion of the HCT network and to provide support to transit, ROW preservation needs to be undertaken in the near term.

In this regard, it is Sound Transit Phase 2 planning—scheduled to begin in Fall 2002—which will provide the mechanism for identifying necessary ROW for regional facilities. Corridor work has already identified potential new routes for regional transit in the SR 520 and I-90 corridors that may require the acquisition of ROW. The City has been actively involved in the pre-planning process for Phase 2 and will ensure it has a seat at the regional table throughout the process.

### *Recommendation*

No additional staff initiatives or language changes to Policy TR-72 are recommended at this time.

### ***Commuter Parking***

As outlined in the Commuter Parking section of the Capital Element, existing capacity for park-and-ride and park-and-pool lots cannot presently meet forecast demands. The Comprehensive Plan does provide policies that reflect strategies for addressing these needs:

#### **Policy TR-50**

Work with the transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park-and-ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles. [Amended Ord. 5058]

#### **Policy TR-70b**

Provide a safe system of park-and-ride and park-and-pool lots to serve activity centers in the region and on the Eastside to:

- Intercept trips by SOV closer to the trip origins,
- Reduce traffic congestion, and
- Reduce total vehicle miles traveled. [Previously Policy TR-68 Ord. 5247]

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### **Policy TR-70d**

Encourage transit providers and the State to provide new and expanded park-and-ride lots to adequately serve City residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents. [New Ord. 5247]

In addition, leased lot specific policies are addressed below.

#### *Current Staff Initiatives*

The City of Bellevue has been very active in underscoring the present need for the development of additional Commuter Parking options for Bellevue residents and commuters in the region. This commitment has been reflected in the City's collaboration with the region's transit providers, including expansion of the Eastgate Park-and-Ride and participating in the *King County Park-and-Ride Demand Estimation Study* (December 2000) that identified the long-range park-and-ride needs for the county.

Within the Capital Element of this plan, it is recommended that Bellevue continue to consider expansion of existing park-and-rides, as well as potential development of new permanent park-and-rides to serve commuter demand. Additionally, the Commuter Parking section outlines specific actions for increasing park-and-pool lots to address near term demand issues.

#### *Recommendation*

Move forward with Capital Element recommendations. Actively consider permanent park-and-ride options and opportunities for expanding leased lot capacity.

No language changes are recommended at this time to Policies TR-50, TR-70b, or TR-70d.

### ***Leased Lot Development***

#### **Policy TR-70e**

Work with transit providers and local property owners to develop new leased park-and-ride lots. [New Ord. 5247]

#### *Current Staff Initiatives*

This policy specifically underscores the use of leased parking (i.e. non-permanent park-and-ride lots) for addressing commuter demand. The Commuter Parking section of the Capital Element outlines considerations for the expansion of park-and-pool capacity and opportunities for streamlining the permit process in this regard.

#### *Recommendation*

Move forward with Capital Element recommendations: actively consider opportunities for expanding leased lot capacity including streamlining of permitting process. No language changes are recommended to Policy TR-70e at this time.

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### ***Partnerships***

The City of Bellevue has taken a leadership role in developing a transit-oriented strategy for addressing its transportation needs. In this regard, it recognizes the role of partnerships in realizing Bellevue's vision for its transit network. Comprehensive Plan policies related to partnering in the following areas are examined here:

- Working with Developers
- Working with Transit Partners
- Working with Sound Transit

### **Working with Developers**

#### **Policy TR-7**

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

- Orient the major building entries to the street and closer to transit stops;
- Avoid large surface parking areas between the building frontage and the street;
- Provide pedestrian pathways that minimize distances to activities and to transit stops;
- Where feasible, cluster major buildings within developments to improve pedestrian and transit access;
- Provide weather protection in key areas, such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
- Design for pedestrian safety, including adequate lighting and paved, hazard-free surfaces;
- Provide bicycle connections and secure storage convenient to major transit facilities;
- Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
- Design transit access into large developments, considering bus lanes, stops, and shelters as part of the project design; and
- Encourage the availability of restrooms for public use.

#### **Policy TR-13**

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

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

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### **Policy TR-53a**

Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, commercial office, and other types of development. [Amended Ord. 5058]

#### *Current Staff Initiatives*

These design features are being implemented now through the City's Land Use Code regulations and the design review process. Staff works with the Development Review group to make recommendations for inclusion of non-SOV supportive elements. Through this process, staff reviews submitted pre-applications for development and considers site plans. Among other efforts, site plans are compared with the *Pedestrian and Bicycle Transportation Plan Update* to shape recommendations for improvements such as sidewalks, setbacks for future bicycle lanes, creating more direct connections from the street or bus stop to the building entrance, and inclusion of bicycle racks.

#### *Recommendation*

At this point, staff has been active in reviewing plans and recommending changes; however, a system does not presently exist for assessing the impact of these recommendations. The Development Review group uses the recommendations to work with the developers on an individual basis, but the final results are not consistently relayed back to staff. The establishment of a post-recommendation assessment process—whether via semi-regular meetings with the Development Review group on this topic or review of final plans—would help shape future efforts in this area by outlining what types of recommendations and drivers for such recommendations (regulatory requirements or incentive based) have been successful.

Other recommendations for changes in the Development Manual have been included in other sections and include the following:

- Staff intends to use the guidelines in the *Pedestrian and Bicycle Transportation Plan Update* to improve implementation of policies on provision of bicycle connections and secure bicycle storage convenient to major transit facilities.
- Reexamine the parking provisions of the Land Use Code to include preferential parking and special loading and unloading facilities for carpools and vanpools.
- Develop criteria for the amount of bicycle parking that is needed for specific uses.

No language changes to Policies TR-7, TR-13, and TR-53a are recommended at this time.

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### Working with Transit Partners

#### **Policy TR-47**

Work with the transit providers to implement Bellevue's transit vision. Plan to make transit an attractive travel option for local residents, employees, businesses, and users of regional facilities. [Amended Ord. 5058]

#### **Policy TR-53**

Work with the transit providers to create, maintain, and enhance a system of supportive facilities and systems such as transit centers, passenger shelters, park-and-ride lots, bus queue by-pass lanes, bus signal priorities, pedestrian and bicycle facilities, pricing, and incentive programs. [Amended Ord. 5058]

#### **Policy TR-86**

Support joint projects, including the contribution of City matching funds, with adjoining cities, unincorporated King County, the transit provider, or the state, where such partnerships may help establish or accelerate a project beneficial to the City.

#### *Current Staff Initiatives*

The City has been very active in partnering with its transit providers in the areas of capital and service development. Further, the development of the *Bellevue Transit Plan* reflects the close relationship between Bellevue and the transit providers to help shape the overall transit vision for the City.

Project-specific efforts jointly undertaken by Bellevue and its transit partners have been referenced throughout this Plan including: use of ADA grant funds to construct shelters, implementation of TSP projects on NE 8th, and numerous TDM initiatives.

#### *Recommendation*

Bellevue should continue its active role in the region and in creating opportunities for partnership with its transit providers. No language changes to Policies TR-47, TR-53, or TR-86 are recommended at this time.

#### **Policy TR-70**

Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the City's contributed share of regional transit revenues. [Amended Ord. 5058]

#### *Current Staff Initiatives*

Among the other goals for development of the *Bellevue Transit Plan* has been supporting this policy and outlining the types of investments that should be made. An example of Bellevue's success in this area has been the increased level of Metro service included in the latest six-year plan update.

Previously, resources for new bus service was allocated to Metro Transit's three subareas—Seattle/North County, South County, and Eastside-based on populations. In the latest

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update, the active involvement of the Bellevue City Council and staff has resulted in an allocation formula that increases the overall Eastside share by 43 percent—40 percent of new service versus 28 percent in the last planning process. These additional service hours for the Eastside will result in buses running more frequently on Bellevue's streets, thus enhancing the opportunity for citizens to choose transit as an alternative to driving.

### *Recommendation*

Bellevue should continue its active role in securing its fair share of transit improvements for the City and the region. Areas where this role has been and will continue to be critical is shaping the allocation of Sound Transit's unanticipated revenues, responding to any adjustments in Sound Transit's Phase 1 planning horizon, and development of Sound Transit's Phase 2 plan.

No language changes to Policy TR-70 are recommended at this time.

### **Working with Sound Transit**

#### **Policy TR-69**

Participate actively in Sound Transit Phase 1 efforts to develop and implement the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system implementation, including direct HOV access to Downtown Bellevue and the Eastgate Park-and-Ride lot, and expansion of the Bellevue Transit Center. [Amended Ord. 5058, 5247]

### *Current Staff Initiatives*

Bellevue has been very active in supporting the initiatives outlined in this policy. With regard to the specific project identified, Bellevue is working with Sound Transit and WSDOT to improve HOV access into Bellevue through the Access Downtown Project and the Eastgate direct access project. Development of the Eastgate Park-and-Ride lot is being coordinated with development of the direct access ramp. Bellevue Transit Center will be complete in Fall 2002. At this point, all Eastside Phase 1 service and capital investments are expected to be complete by 2006, the present envisioned end of Phase 1.

### *Recommendation*

Bellevue should continue its active role in shaping Sound Transit's Phase 1 planning, especially in light of potential extension of Phase 1. No language changes to Policy TR-69 are recommended at this time.

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### **Policy TR-69a**

Provide regional leadership for Sound Transit Phase 2 planning efforts. [New Ord.5247]

#### *Current Staff Initiatives*

Bellevue has been very involved in laying the groundwork for the Phase 2 planning process. Bellevue began advocating for the initiation of Phase 2 planning in 2000, directly through Sound Transit staff, the Sound Transit Board, through ETP, and via major corridor studies such as SR 520, I-90 and I-405. City staff, with City Council endorsement, has developed a conceptual workplan for Phase 2 and has recruited support from several other jurisdictions. Phase 2 planning is scheduled to begin in Fall 2002.

#### *Recommendation*

Bellevue should continue its active role in the development of Sound Transit's Phase 2 plan. No language changes to Policy TR-69a are recommended at this time.

### ***Service Planning***

The Service Element of this plan has been shaped and influenced by a number of Comprehensive Policies:

#### **Policy TR-48**

Work with the transit providers to establish a hierarchy of transit services focused on three major elements:

- Neighborhood Services
- Local Urban Service
- Inter-Community and Regional Services [Amended Ord. 5058]

#### **Policy TR-49**

Work with the transit providers to establish transit hubs at activity areas in the City. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate and Factoria. Direct the most intensive levels of transit service to the designated transit hubs, which have been strategically located in the designated Urban Center and Activity Centers of Bellevue. Work with the City of Redmond to establish a transit hub at Overlake. [Amended Ord. 5058]

#### **Policy TR-70a**

Work with transit providers to maintain and expand direct and frequent regional bus routes to support the City's land use and mode split goals. [New Ord. 5247]

#### **Policy TR-70c**

Increase the frequency of transit serving the permanent park-and-ride lots in the I-90 corridor to better balance commuter usage of the lots. [New Ord. 5247]

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### **Policy TR-73**

Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside. [Amended Ord. 5058, 5247].

### **Policy TR-76a**

Provide regional leadership in evaluating the potential for high-capacity transit to be successful on the Eastside. [Amended Ord. 5058, 5247]

### **Policy TR-76b**

Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside. [New Ord. 5247]

### **Policy TR-76c**

Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with services provided to other urban centers. [New Ord. 5247]

### *Current Staff Initiatives*

These directives and related Council interest statements drove the Service Element of the *Bellevue Transit Plan*. Among other things, the Service Element makes several recommendations including:

- Increasing the span of service and service frequency to better support the City's growth and development
- Improving connectivity between Bellevue and other major Eastside destinations, activity centers, and regional centers
- Improving downtown service circulation and coverage
- Supporting coordination of Sound Transit and Metro services to meet Bellevue transit service goals

In this regard, the Service Element also established a hierarchy of transit services focused on three major elements: (i) Bellevue-Bellevue connections; (ii) Bellevue-Eastside connections; and (iii) Bellevue-Regional connections.

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### *Recommendation*

Continue to move forward with the recommendations of the Service Element. In addition, modify the language of Policy TR-48 to reflect definitions included in the Service Element:

Work with the transit providers to establish a hierarchy of transit services focused on three major elements:

- Bellevue-Bellevue Connections
- Bellevue-Eastside Connections
- Bellevue-Regional Connections

No other policy language changes are recommended at this time.

### *Funding*

As outlined in the financing section of the Capital Element, the level of readily available resources for improvements to the transit service network in Bellevue is limited and cannot support all the potential projects identified within the Capital Element. In recognition of this lack of resources for transportation, it is necessary to revisit some Comprehensive Plan policies.

#### **Policy TR-17**

Support establishment of federal and state gasoline taxes at levels, which provide a disincentive for use of single-occupant vehicles, and use the proceeds to fund increased transit and other travel alternatives.

### *Current Staff Initiatives*

Within this policy, the City's primary concern is creating funding for transportation improvements. As such, Bellevue's present legislative agenda includes supporting initiatives that establish federal and state gasoline taxes at levels that will provide adequate funding for transportation improvements that keep pace with our region's and community's growth.

### *Recommendation*

In light of the focus on funding shortfalls in transportation projects, the following modification of Policy TR-17 is recommended:

Support establishment of federal and state gasoline taxes at levels to provide adequate funding for transportation improvements that keep pace with our region's and community's growth.

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### **Policy TR-86**

Support joint projects, including the contribution of City matching funds, with adjoining cities, unincorporated King County, the transit provider, or the state, where such partnerships may help establish or accelerate a project beneficial to the City.

#### *Current Staff Initiatives*

The City of Bellevue recognizes the value of partnerships for bringing projects to fruition. There are a number of examples of funding partnerships including the development of two Transit Signal Priority projects on NE 8<sup>th</sup> in Bellevue.

#### *Recommendation*

No language changes to Policy TR-86 are recommended at this time.

### **Roadway Network Policies**

Bellevue's street system has to be able to support transit as well as private auto and commercial traffic. As such, the City also considers transit when applying street system policies.

### **Policy TR-39**

Classify City streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.

#### *Current Staff Initiatives*

As part of the development of the *Bellevue Transit Plan*, transit corridors classifications have been developed to provide an objective framework for prioritizing of transit projects outlined in the plan. This is included in Appendix H of the Capital Element.

#### *Recommendation*

Continue to use the developed transit corridor classification in evaluating transit-related projects as well as in consideration of land-uses adjacent to transit corridors. No language changes to Policy TR-39 are recommended at this time.

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### **Policy TR-34**

Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:

1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the City under the following conditions:
  - In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and
  - Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve.
2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic.

#### *Current Staff Initiatives*

Bellevue staff is conducting the Eastside Concurrency Study that is exploring opportunities to allow more congestion in some areas of the City in return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle.

#### *Recommendation*

No additional staff initiatives or language changes to Policy TR-34 are recommended at this time.

### ***Transit System Planning***

With regard to overall planning of the transit system, Bellevue recognizes that transit needs to be incorporated with existing and planned land-uses as well as adjacent neighborhoods.

### **Policy TR-76**

To promote transit use and achieve land use objectives, transit system planning shall include:

- Provision of supportive land uses, including mixed use and night-time activities;
- A safe, pedestrian-friendly environment, with restrictions on auto access;
- Integration of multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
- Urban design and community character;
- Protection of nearby neighborhoods from undesirable impacts; and
- Potential transit-oriented development opportunities with the private and public sectors. [Amended Ord. 5058, 5247]

#### *Current Staff Initiatives*

The Downtown Subarea Plan and Downtown Implementation Plan, which are being updated, encourage mixed use and nighttime activities and other transit-oriented

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development. The West Lake Hills Neighborhood Investment Strategy (NIS) examined the area's community character and made recommendations to reinforce its character.

Bellevue will initiate study of transit-oriented development (TOD) outside of the Downtown area.

### *Recommendation*

Recommended staff initiatives in support of this policy:

- 1) Continue to construct and upgrade sidewalks in neighborhoods where they fit the neighborhood's character and provide access to transit stops.
- 2) Examine opportunities for transit-oriented development when updating the Eastgate and Crossroads Subarea Plans.
- 3) If additional NIS's are funded in the future, they should examine providing access to transit in ways that strengthen the neighborhood's character.
- 4) Continue to look for opportunities for stronger midblock pedestrian connections in the Downtown.

Proposed language change to Policy TR-76 to better reflect the policy's intent:

To promote transit use and achieve land use objectives, planning shall include consideration of:

- Provision of supportive land uses, including mixed use and nighttime activities;
- A safe, pedestrian-friendly environment, with restrictions on auto access;
- Integration of multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
- Urban design and community character;
- Protection of nearby neighborhoods from undesirable impacts; and
- Potential transit-oriented development opportunities with the private and public sectors.

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### *Conclusions*

As outlined in this chapter, the City has undertaken a number of initiatives to support the Comprehensive Plan's vision for transit in Bellevue. However, this chapter also provided suggested additional policy strategies and language changes that the City should consider to ensure its continued support its transit vision. Table XVII-1 provides a reference of specific Comprehensive Plan policies where additional staff initiatives of language changes have been proposed.

**Table XVII-1  
Policy Summary**

<b>Policy Reference Number</b>	<b>Additional Staff Initiative</b>	<b>Suggested Language Change</b>
Policy TR-7	<b>x</b>	
Policy TR-8	<b>x</b>	
Policy TR-9	<b>x</b>	
Policy TR-13	<b>x</b>	
Policy TR-17		<b>x</b>
Policy TR-39	<b>x</b>	
Policy TR-48		<b>x</b>
Policy TR-50	<b>x</b>	
Policy TR-53a	<b>x</b>	
Policy TR-57	<b>x</b>	
Policy TR-70	<b>x</b>	
Policy TR-70b	<b>x</b>	
Policy TR-70d	<b>x</b>	
Policy TR-70e	<b>x</b>	
Policy TR-73a		<b>x</b>
Policy TR-76	<b>x</b>	<b>x</b>