

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6633

AN ORDINANCE adopting the Transportation Element Comprehensive Plan Amendment (21-107724 AC), which will amend the Transportation Element of the Comprehensive Plan pursuant to the Growth Management Act, Chapter 36.70A RCW, and Chapter 35A.63 RCW to incorporate policies and narrative that support a multimodal approach to transportation concurrency; providing for severability; and establishing an effective date.

WHEREAS, the City Council adopted the Comprehensive Plan of the City of Bellevue on December 6, 1993 as subsequently amended, as required by the Growth Management Act, Chapter 36.70A RCW, and pursuant to Chapter 35A.63 RCW; and

WHEREAS, the Growth Management Act authorizes the City to, among other things, amend the Comprehensive Plan on an annual basis; and

WHEREAS, the City Council initiated a proposal to amend the Comprehensive Plan's Volume 1 Transportation Element with policies that support a multimodal approach to transportation concurrency Citywide; and

WHEREAS, the proposal to amend the Comprehensive Plan's Volume 1 Transportation Element, with policies that support a multimodal approach to transportation concurrency Citywide, was considered with the 2021 annual Comprehensive Plan amendments; and

WHEREAS, the Transportation Commission prepared a recommendation for Transportation Element policy amendments, as directed by the City Council; and

WHEREAS, after providing legally-required public notice, the Planning Commission held public meetings and a public hearing pursuant on the proposed amendment to the Comprehensive Plan and recommended approval; and

WHEREAS, the City Council has considered and discussed the proposed annual amendments to the Comprehensive Plan; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act, Chapter 43.21C RCW, and the City Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code; and

WHEREAS, the City Council desires to amend the Comprehensive Plan consistent with the foregoing; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City Council's recommended amendments to the Comprehensive Plan's Volume 1 Transportation Element with policies that supports a multimodal approach to transportation concurrency, which are set forth in Attachment A to this Ordinance, are hereby adopted.

Section 2. The City Council finds that the 2021 Transportation Element Comprehensive Plan Amendment has met the Comprehensive Plan amendment decision criteria contained in Part 20.30I of the Land Use Code (LUC); that the amendment is consistent with the Comprehensive Plan and other goals and policies of the City; that the amendment addresses the interests and changed needs of the entire City as identified in its long-range planning and policy documents; that the amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was considered; and that the proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.

Section 3. The City Council finds that public notice was provided for all 2021 amendments to the Comprehensive Plan as required by LUC 20.35.400 for Process IV amendments to the Comprehensive Plan.

Section 4. The Comprehensive Plan adopted pursuant to Chapter 35A.63 RCW, to the same extent and in the same respect as the Comprehensive Plan required by the Growth Management Act, is amended consistent with Section 1 of this Ordinance.

Section 5. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this Ordinance.

Section 6. This Ordinance shall take effect and be in force five (5) days after its passage and legal publication. This Ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

Passed by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2021  
and signed in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_,  
2021.

(SEAL)

\_\_\_\_\_  
Lynne Robinson, Mayor

Approved as to form:  
Kathryn L. Gerla, City Attorney

\_\_\_\_\_  
Monica A. Buck, Assistant City Attorney

Attest:

\_\_\_\_\_  
Charmaine Arredondo, City Clerk

Published \_\_\_\_\_

# Attachment A

## Transportation Element policies

### Transportation Element NARRATIVE

#### Amendments for Multimodal Concurrency Policy

##### P. 162.

##### Mobility Goals, ~~and~~ Metrics and Targets

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

##### Mobility Options

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

##### P. 164.

##### Callout box

~~WHAT IS "LEVEL OF SERVICE"? Level of Service (LOS) is a measure of operating conditions for a transportation system. Bellevue has traditionally based LOS metrics and standards on the vehicular capacity of a roadway intersection expressed as a ratio of volume to capacity. A scale of A to F reflects the ease of traffic flow or an evaluation of driver frustration, as described in Figure TR-1. Adopted LOS standards vary across the city depending on such factors as land use and available mobility options, as shown in Map TR-1. LOS ratings for transit, walking and bicycling would be based on quantitative and qualitative factors relevant to those modes of travel. This element contains policies regarding LOS standards for multiple modes of travel, specifically policies TR-22, TR-29, and TR-30~~

##### Text

For the foreseeable future, the private auto will carry the majority of daily trips within Bellevue, and the city will ~~provide capacity to serve travel demand and meet level of service standards~~ address vehicle congestion at System Intersections and along designated Priority Vehicle Corridors. An improved roadway network that operates efficiently is one element of ~~the balanced~~ a multimodal transportation system. In the Mobility Implementation Plan (MIP), Bellevue will has established Performance Metrics and Performance Targets ~~level of service standards~~ for all modes, recognizing that ~~roadway arterial~~ corridors provide multiple mobility functions with facility types and priorities that may vary between ~~locations~~ Performance Management Areas and times of day.

~~Figure 11-3. Vehicular Level of Service Categories~~

<del>Category</del>	<del>Vehicle Volume Relative to Capacity (v/c)</del>	<del>Description of Subjective Impression of Effect</del>
<del>A</del>	<del>0.00 - 0.20</del>	<del>Light delay, few or no queueing, no lane changes, no lane delays</del>
<del>B</del>	<del>0.21 - 0.40</del>	<del>Some delay, some queueing, some lane changes, some lane delays</del>
<del>C</del>	<del>0.41 - 0.60</del>	<del>Some delay, some queueing, some lane changes, some lane delays, some delay in starting</del>
<del>D</del>	<del>0.61 - 0.80</del>	<del>Some delay, some queueing, some lane changes, some lane delays, some delay in starting, some delay in merging</del>
<del>E</del>	<del>0.81 - 1.00</del>	<del>Some delay, some queueing, some lane changes, some lane delays, some delay in starting, some delay in merging, some delay in passing</del>
<del>F</del>	<del>&gt; 1.00</del>	<del>Some delay, some queueing, some lane changes, some lane delays, some delay in starting, some delay in merging, some delay in passing, some delay in turning</del>

**P. 171.**

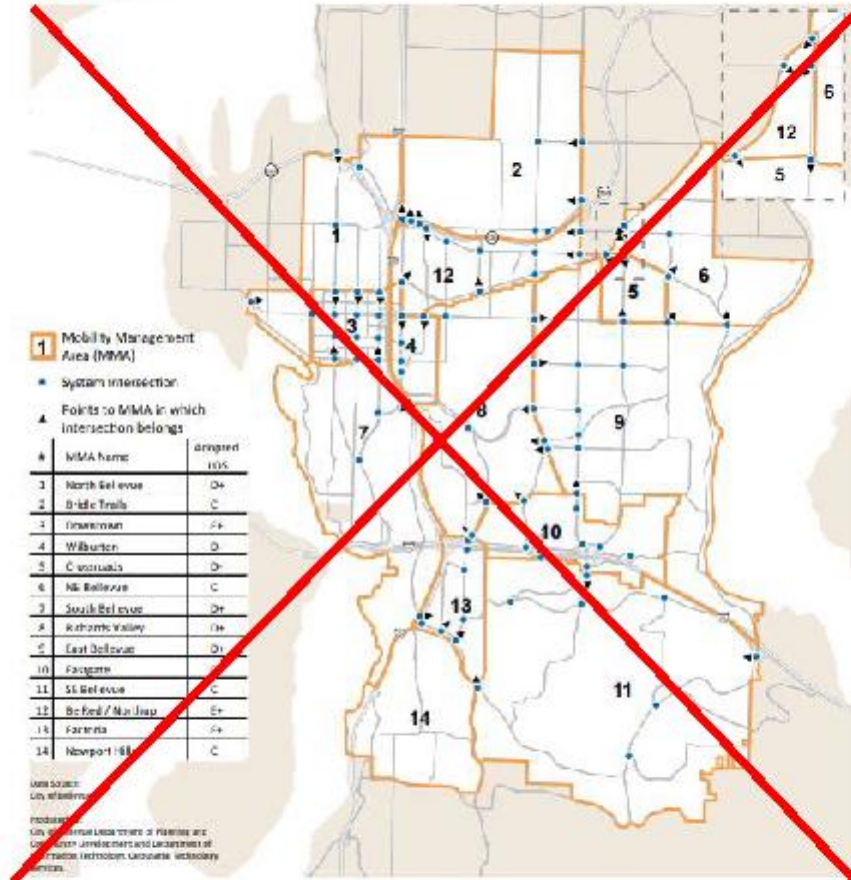
WHAT DOES SUCCESS LOOK LIKE? Bellevue residents, employees, and visitors move safely and comfortably ~~along roadway corridors around the city~~ with a full suite of mobility options. Connected and continuous pedestrian and bicycle facilities provide convenient access to schools, work, activity centers,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

The Mobility Implementation Plan

The Mobility Implementation Plan (MIP) articulates a safe, equitable, and sustainable multimodal approach to mobility in Bellevue. The MIP defines transportation system completeness and the Performance Metrics and Performance Targets for all modes. It establishes Performance Management Areas and Priority Vehicle Corridors that recognize the development character of these areas. An strong emphasis on equity will engage the community to employ an “equity lens” in transportation planning and project evaluation, prioritization, and implementation in the Transportation Facilities Plan. Environmental targets sync up align with the Environmental Sustainability Plan to reduce transportation-source greenhouse gas emissions.

**Map TR-1. Mobility Management Areas and System Intersections**

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



**P. 186 Callout Box**

**WHAT IS TRANSPORTATION CONCURRENCY?** The Washington State Growth Management Act requires cities to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years. This is done to make sure the city can provide the transportation improvements for all modes that are needed to maintain the adopted multimodal level of service standard, and so that the performance and capacity of the overall transportation system accommodates the planned new households and workers.

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

Transportation Element- Concurrency Policies - City Council October 25, 2021

Policy #	Transportation Element Policy (City Council October 25, 2021)
NEW Goal	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.
TR-2	Improve the multimodal transportation system and strive to manage congestion and improve the quality of the travel experience for all users.
TR-20	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.
TR-22	Repeal
TR-29	Repeal
TR-30.1	Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.
TR-30.2	Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each update of the Comprehensive Plan, or as warranted by changed circumstances.
TR-31	Repeal
TR-32	Repeal
TR-34	Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.
TR-35	Repeal
TR-36	Repeal
TR-37	Repeal
TR-50	Repeal
TR-73	Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.



<b>TR-116.1</b>	Repeal
<b>TR-132.</b>	Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.
<b>TR-133</b>	Repeal
<b>TR-134</b>	Repeal
	<b>New Transportation Element Policy</b>
<b>New Policy A</b>	Employ a citywide multimodal level-of-service concurrency standard that provides transportation facilities that meet the demand from new development.
<b>New Policy B</b>	Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.