

TRANSPORTATION ELEMENT SUMMARY

TRANSPORTATION VISION FOR 2035

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

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

Council addressed several policy questions on May 11, 2015, with limited time remaining in the Study Session. The overall summary of the Transportation Element is provided again to provide an opportunity to review the other key changes to the element.

MAJOR THEMES & DRIVERS

The Transportation Element addresses mobility for people who drive on a road, ride transit or a bicycle and for everyone who is a pedestrian. At any point in the day a Bellevue resident, employee or visitor could be using any of these modes, and throughout the day, a person could use all of them. Transportation policy considers the need for local as well as regional mobility in an integrated and multimodal transportation system.

Since the last major update of the Transportation Element in 2004, the community has grown, become more diverse, and has expressed increased interest in a transportation system that provides a more robust set of mobility options. Transportation policy and investments must broadly address the mobility needs of a diverse community. Plans for local and regional transit have changed dramatically since then as well, with Rapid Ride now in service, light rail construction beginning soon and King County Metro making a number of service changes. While congestion is a concern, people are requesting improvements to help them to get places on foot, on bicycle or on transit.

The Growth Management Act includes requirements specific to transportation elements, including the need to plan for transportation facilities to meet future needs. In response to the GMA, the Comprehensive Plan includes transportation policies and a transportation project list that influence transportation project design, priorities and investments.

SIGNIFICANT CHANGES

- Bellevue has a level of service standard that measures only one thing: vehicles at intersections. The Transportation Commission recommends defining level-of-service standards for walking, bicycling, and riding transit, as well as refining level-of-service standards for vehicles. To implement this policy, measures for each mode are needed and long-term monitoring will track progress and to help make data-based decisions on investments. Updated or new policies in the Mobility Management section address this topic (TR-4, TR-6, X6, X7, X8, and X9):
- Several updated and new policies in the Transit section incorporate major provisions of the Transit Master Plan, adopted in July (TR-50, X14, X15, TR-58, X18).
- The Plan (TR-10) supports developing a Transportation Master Plan that would integrate projects and policies from adopted plans such as corridor plans, subarea plans, the Transit Master Plan, the Pedestrian and Bicycle Transportation Plan. A Transportation Master Plan would help the community prioritize mobility investments in accord with intended level-of-service for all modes, and describe phasing and integration approaches.
- Transportation policies (TR-X25, X25, X27) support development of a transportation system that minimizes environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives, including reducing greenhouse gases and addressing stormwater drainage.
- Neighborhood Protection section (TR-115, X29) seeks to preserve the safety and livability of residential streets through the neighborhood traffic safety program and to design or retrofit residential streets to discourage cut-through traffic, while providing connectivity.
- New system intersections are added and boundaries are adjusted to Mobility Management Area 11 (Newcastle). This recommendation reflects recent land development, completed roadway infrastructure projects, alignment of corridor travel patterns, and annexations/urban incorporations. The recommendation includes a name change for the MMA from *Newcastle* to *SE Bellevue*.
- The Comprehensive Plan Update has consolidated all transportation facility plans in Volume 2 of the Comprehensive Plan, together with the transportation projects from subarea plans, into a single comprehensive project list. Through this process, the Commission took a list of over 800 transportation projects and reduced it to about 100, by reconciling discrepancies and eliminating redundancies, and also removing projects from the list that have been constructed. This list is the foundation for a future Transportation Master Plan that will help establish modal priorities and implementation strategies.

PRIOR COUNCIL DISCUSSION

On May 11, 2015, Council addressed a few differences between the Planning Commission recommendation and the Transportation Commission recommendation for the Transportation Element – these included differences in the language for the Transportation Goal statement, and for Transportation Element policies TR-1 and TR-4. With Council direction to reconcile these differences, revised language will be brought back at an upcoming Study Session.

REVIEW QUESTIONS

- Any questions about what is recommended for change?
- Any additional information needed on this topic?
- Any gaps or concerns to follow up on?