

Transportation Element Items

Council question or direction	Information and/or potential change
<p>Transportation vision/goal</p> <p>Mayor Balducci asked if the Transportation Element and goal were aspirational for the transportation system the city is looking to achieve.</p>	<p>Embedded throughout the Transportation Element is the aspiration that a multimodal transportation system exists throughout Bellevue so that everyone has options for how they want to travel.</p> <p>Council addressed the Goal statement on May 11 and recommended a modified statement to blend the versions from the Planning Commission and the Transportation Commission to read as follows:</p> <p>Goal. <i>To maintain and enhance a comprehensive citywide network of mobility options <u>multimodal transportation system</u> to serve all members of the community by encouraging a multitude of transportation modes, while not discouraging the use of any particular mode.</i></p> <p>An option is to further modify the Goal to deliver a positive statement that avoids the double negative (“not discouraging”).</p> <p>Proposed amendment, at the top of p. 180:</p> <p>Goal. <i>To maintain and enhance a comprehensive citywide network of mobility options <u>multimodal transportation system</u> to serve all members of the community by encouraging a multitude of transportation modes, while not discouraging the use of any particular mode <u>and to promote mobility options to serve all members of the community.</u></i></p>

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<p>TR-1 Council discussed potential changes to TR-1 on May 11. Deputy Mayor Wallace suggested separating the draft policy into two components.</p>	<p>The original recommended policy language: TR-1: <i>Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan while striving to reduce congestion and improve mobility.</i></p> <p>Responding to Council, staff split the policy into two separate topics. On further reflection, staff suggests further clarifying the intent of the land use and transportation integration – that the two are inherently linked, influence one another, and should mutually support the Comprehensive Plan. This action would amend policy TR-1 and split it into two policies.</p> <p>Proposed amendment, in the middle of page 180 to create two policies: TR-1A. <i>Integrate land use and transportation decisions to ensure that the transportation system <u>supports two mutually support</u> the Comprehensive Plan while striving to reduce congestion and improve mobility.</i> TR-1B. <i><u>Strive</u> to reduce congestion and improve mobility.</i></p>

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<p>TR-4. At the May 11 study session, Councilmember Robinson preferred to not call out individual segments of the community and to retain the broader reference to “underserved populations” in policy. Deputy Mayor Wallace suggested blending the versions recommended by the Planning Commission and the Transportation Commission.</p>	<p>The original recommended policy language: TR-4. <i>Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.</i></p> <p>As noted below, under the topic Special Needs Transportation Planning, the Puget Sound Regional Council recommends language that identifies specific potentially underserved populations. Staff recommends retaining the recommended policy language in TR-4 and including the PSRC-recommended language in the Transportation Element narrative.</p> <p>Proposed amendment to the narrative at the end of the Introduction section on p. 160: <i>Mode of travel, capacity and design 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 and livability. <u>Mobility options consider and accommodate the needs of underserved populations, including persons with disabilities, the elderly, the young, and low-income households.</u></i></p>
<p>TR-X19 Mayor Balducci suggested that TR-X19 include other private transit service providers.</p>	<p>Proposed amendment to this policy at the bottom of page 191: TR-X19. <i>Work collaboratively with employer-based <u>and other private</u> transit systems to ensure that these systems are integrated into the transit service planning within the city.</i></p>

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<p>Mobility options</p> <p>Mayor Balducci suggested that use of the term “mobility options” be consistent within the Transportation Element.</p>	<p>The term “mobility options” should be used in several areas.</p> <p>Proposed amendment to the narrative near the top of p. 160: <i>...providing people with an assortment of travel <u>mobility</u> options that help ...</i></p> <p>Proposed amendment to TR-14 on p. 183: <i>Promote the use of travel <u>mobility</u> options by requiring development to incorporate design features such as:</i></p> <p>Proposed amendment to TR-50 on p. 189: <i>Work with transit providers and other partners to implement the Bellevue Transit Master Plan to ensure that transit is an easy and attractive travel <u>mobility</u> option for those who live, work, visit, learn or do business in Bellevue.</i></p>
<p>Frequent transit network</p> <p>Mayor Balducci sought assurance that the frequent transit network served Bellevue and provided connections to the region.</p>	<p>Staff reviewed the draft policies and believes the topic is covered. Two policies address the scope of the frequent transit network:</p> <p>TR-51 refers to transit connections to the region: <i>Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.</i></p> <p>TR-X14 discusses transit service within Bellevue: <i>Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.</i></p>

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<p>Volume 2 transportation project list</p> <p>Councilmember Stokes asked how were transportation projects in the six transportation facility plans and the subarea plans in Volume 2 consolidated into the proposed single list.</p> <p>Councilmember Chelminiak asked if removing the transportation projects would jeopardize the use of potential funding sources, such as the Real Estate Excise Tax.</p> <p>Mayor Balducci noted that some long-standing projects have community support and asked to see the complete project list that shows the disposition of each project.</p>	<p>Several transportation facility plans and subarea plans in Volume 2 contain descriptions for transportation projects. The Transportation Commission consolidated those project lists using a basic methodology summarized as follows:</p> <ul style="list-style-type: none"> • Project built: Deleted from list • Project descriptions superseded by more recent planning: Older project deleted from list, newer adopted project description retained. • Project descriptions for same street contained in separate plans: Consolidated and retained. • Projects retained in an adopted modal plan, ie) Pedestrian and Bicycle Transportation Plan: Removed from project list and retained by reference to the modal plan. <p>A list of the final Comprehensive Transportation Project List is included in the June 15, 2015 Council packet as Attachment 7. A spreadsheet that provides details on the disposition of each of the transportation projects is added to Document Library and is available in Council office.</p> <p>Responding to CM Chelminiak’s question, this Comprehensive Transportation Project List will be retained in Volume 2 of the Comprehensive Plan until a Transportation Master Plan is prepared. At that time staff will confirm that incorporating the Transportation Master Plan (TMP) by reference in the Comprehensive Plan will satisfy the requirements for REET funding eligibility. At this time staff believes that projects in the TMP would be eligible for REET funding when referenced in the Comprehensive Plan.</p>

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Puget Sound Regional Council (PSRC) comments	Response
<p>Transportation system needs</p> <p>The transportation element should identify state and local system needs to meet current and future demands, along with a multiyear financing plan (RCW 36.70A.070(6)(F)). While the city has separately developed a 12-year Transportation Facilities Plan and intends to complete a Transportation Master Plan over the next year, the city should include or incorporate by reference a project list in the transportation element to meet future demands. WAC 365-196-430(2)(g)(ii) recommends that jurisdictions should identify system needs consistent with the traffic forecasting period (i.e. 20 years). More information on identifying system needs is outlined in Commerce’s Transportation Guidebook.</p>	<p>Volume 2 contains the Comprehensive Transportation Project List that meets this requirement. A direct reference to Volume 2 from the Transportation Element would guide the reader where to look for the project list.</p> <p>Proposed amendment:</p> <p>Add a row to the Implementation table, p. 204 that refers to the Comprehensive Transportation Project List in Volume 2. (This list is Attachment 7)</p>

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<p>Transit alignments</p> <p>Per RCW 36.70A.070(6)(a)(iii)(A), the map of 2030 transit alignment in the city (TR-7) should be supplemented with an inventory of existing transit alignments.</p>	<p>Permanent transit facilities are shown in Map TR-4 and the plan for the future frequent transit network is shown in Map TR-5. Transit service alignments and schedules are frequently changing and would potentially be out of date soon after the Comprehensive Plan is adopted. Transit routes are readily available in multiple formats for transit riders from the transit service providers, and through links from the Bellevue-supported “Choose Your Way Bellevue” web site.</p> <p>Proposed amendments:</p> <p>Following discussions with PSRC, staff recommends amending the Caption for Map TR-4 to include hyperlinks to transit service providers to make it easy for people to find the current information on transit service: <i>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.</i></p> <p>The Transit section narrative on p. 167 would also be amended with language to be inserted after the first sentence in the first paragraph as follows: <i><u>The Transit Master Plan is a forward looking document that builds on the existing transit system. Up-to-date transit routes, schedules and trip-planning tools can be found at the King County Metro and Sound Transit web sites.</u></i></p>
<p>Special needs transportation planning</p> <p>VISION 2040 and Transportation 2040 address special needs transportation planning (see MPP-T-25). The city should include discussion and policy language that more explicitly addresses mobility for people with special transportation needs, including persons with disabilities, the elderly, youth, and low-income populations.</p>	<p>Refer to recommended changes to the policy discussion and narrative support for policy TR-4 above. Those recommended narrative language would address this PSRC comment.</p>

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<p>Transportation concurrency</p> <p>MPP-DP-54 and 55 call for addressing transportation concurrency on the movement of people and goods instead of only on the movement of vehicles, both in assessment and mitigation. The plan includes policies to establish multimodal level-of-service standards adequate to ensure a functional transportation system. This could be strengthened by including an expected timeline or approach for implementation.</p>	<p>Staff anticipates that a work program to prepare a recommendation on multimodal level of service would commence in 2016.</p> <p>Proposed amendment: Add a row to the Implementation Program table on page 204: <u>Multimodal Level-of-Service Implementation Strategy: Work will commence in 2016</u></p>
<p>Promoting transit-oriented development</p> <p>As a signatory to the Growing Transit Communities (GTC) Regional Compact, the City of Bellevue has an opportunity to demonstrate a commitment in its comprehensive plan to promoting thriving and equitable transit-oriented development. PSRC has developed a memo that provides guidance on comprehensive plan updates to Compact signatories, including recommendations to identify transit station areas, establish transit community goals, and adopt policies and provisions that advance the GTC strategy.</p>	<p>Numerous Transportation Element policies promote a strong relationship between transit and land use, including policies: TR-7, TR-8, TR-75.19, TR-54, TR-X15, TR-X16, TR-75.8, TR-75.12, TR-75.15, TR-75.25</p> <p>Proposed amendment. Staff suggests referring to the Growing Transit Communities report in the "What Does It Mean" sidebar box on p. 161, and providing a hyperlink.</p> <p><i>More residents are choosing to live in walkable neighborhoods near where they work and they use a variety of transportation modes. <u>Transit Oriented Development strategies ensure that essential components of livability accompany transit investments and new development to provide a high quality of life for residents and employees near the frequent transit network. The Puget Sound Regional Council provides guidance to communities in the Growing Transit Communities Strategy report and Bellevue is a member of the regional Growing Transit Communities Compact.</u></i></p>
Additional Corrections	
<p>Missing policy</p> <p>A policy on resiliency in the transportation system – recommended by the Transportation Commission and reviewed by the Planning Commission – was inadvertently omitted from the draft document.</p>	<p>Proposed amendment to add policy: <u>TR-Y Design, maintain and protect the transportation system to be resilient to disaster.</u> Policy would be located in the section on Mobility Management.</p>

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TR-7	TR-7 was moved to the Land Use Element. It can now be removed from the Transportation Element.
Implementation	Proposed amendment to add a reference to the Pedestrian and Bicycle Implementation Initiative in the “Type” column for the Pedestrian and Bicycle Transportation Plan implementation.
Level-of-Service Table A table to describe the metrics use to determine vehicular level-of-service was inadvertently omitted from the draft document	Proposed amendment. Insert the Level-of-Service Table in the Roadways section, near Figure TR-2. Level of service is described in terms of seconds of delay for a vehicle at an intersection.
Corrected project table	Final Comprehensive Transportation Project List is in this Council packet as Attachment 7. This list reflects recent changes to project descriptions to reflect recent CIP and TFP project descriptions. The complete spreadsheet that chronicles the disposition of each of the transportation projects is available in the Council Electronic Document Library.