

Transportation Commission Recommendation, January 26, 2017

Transportation Element– Integrating a Complete Streets Ethic

Complete Streets Narrative

The transportation system in Bellevue provides safe and reliable mobility options for people to travel throughout the city. A Complete Streets network enables equitable access for all people and all travel modes. Each street in Bellevue is unique, and each street must serve a range of users with a design that is compatible with the context of the corridor and community. Complete Streets may also create great places that encourage people to gather in public spaces.

The Transportation Element supports a complete, connected, and resilient multimodal transportation system. City staff incorporate Complete Streets best practices and consider all roadway users and all modes of travel as they scope project concepts, plan for alternative approaches, design the preferred solution, build the project, then maintain and operate the project.

A Complete Streets network approach provides access for all modes along convenient alternate routes in situations where it is not possible, practical, or desirable to incorporate facilities for all modes on a particular street

The Transportation Director maintains and updates a Transportation Design Manual that incorporates best practices to implement a Complete Streets approach, using design guidance from professional organizations such as the American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO).

WHAT IS A COMPLETE STREET*

- **Roadway Users and Modes** – Complete Streets are for people of all ages and abilities walking, bicycling, and using public transit, and for those driving private automobiles, freight and delivery vehicles, and emergency vehicles.
- **Projects and Phases** – Complete Streets applies on the public rights-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** – Complete Streets promotes a comprehensive, integrated, connected network for all modes.
- **Design** – Complete Streets uses a best practices approach and practices balance and flexibility to accommodate the needs of all roadway users.
- **Community Context** – Complete Streets solutions complement the context of the corridor and surrounding community.
- **Performance Measures** – Complete streets performance is measured against adopted level-of-service standards and mode-specific plans.

**Adapted for Bellevue from the National Complete Streets Coalition*

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

Mobility Management Section

TR-20. ~~Manage~~ Scope, plan, design, implement, operate, and maintain a complete and the multimodal transportation system in a corridor approach within and across Mobility Management Areas.

TR-22. Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.

TR-23. Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.

TR-26. Increase system connectivity for all modes by providing for ~~roadway, vehicular, transit,~~ pedestrian, and bicycling facilities to create a Complete Streets network throughout the city in newly developing and redeveloping areas.

TR-32. Utilize multimodal level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.

Pedestrian and Bicycle Transportation Section

TR-104. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating ~~developing~~ and maintaining the transportation system.

Neighborhood Protection Section

TR-147. Evaluate neighborhood impacts and Complete Streets implementation opportunities as part of corridor and subarea transportation studies.