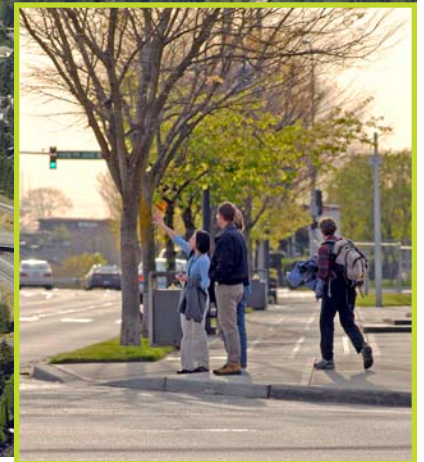


# Commuter Trip Reduction Plan



City of Bellevue  
February 2008 Update



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**City of Bellevue  
Commute Trip Reduction Plan – 2008 Update**

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**City of Bellevue  
February 25, 2008**

# **CITY OF BELLEVUE COMMUTE TRIP REDUCTION PLAN**

## **FEBRUARY 2008 UPDATE**

This plan has been undertaken pursuant to by the State of Washington 2006 Commute Trip Reduction Efficiency Act.

### **ACKNOWLEDGEMENTS**

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### **COMMUTE TRIP REDUCTION PLAN**

In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act, which requires local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle trips.

The City of Bellevue's Commute Trip Reduction Plan, prepared in accordance with RCW 70.94.521, is a collection of adopted goals, policies, facility and service improvements, and marketing strategies detailing how the City of Bellevue will make progress toward reducing drive alone trips and vehicle miles traveled between 2008 and 2011. Building upon the success of the existing Commute Trip Reduction Program, the City of Bellevue will work in partnership and coordination with other agencies to meet the goals stated in the plan.

The Commute Trip Reduction Plan has been developed through extensive involvement by employers, transit agencies, and organizations from throughout the City of Bellevue, as well as King County. These parties helped identify strategies and methods for successful implementation of the plan's goals. This plan supports the achievement of the City of Bellevue's vision and the goals of its comprehensive plan.

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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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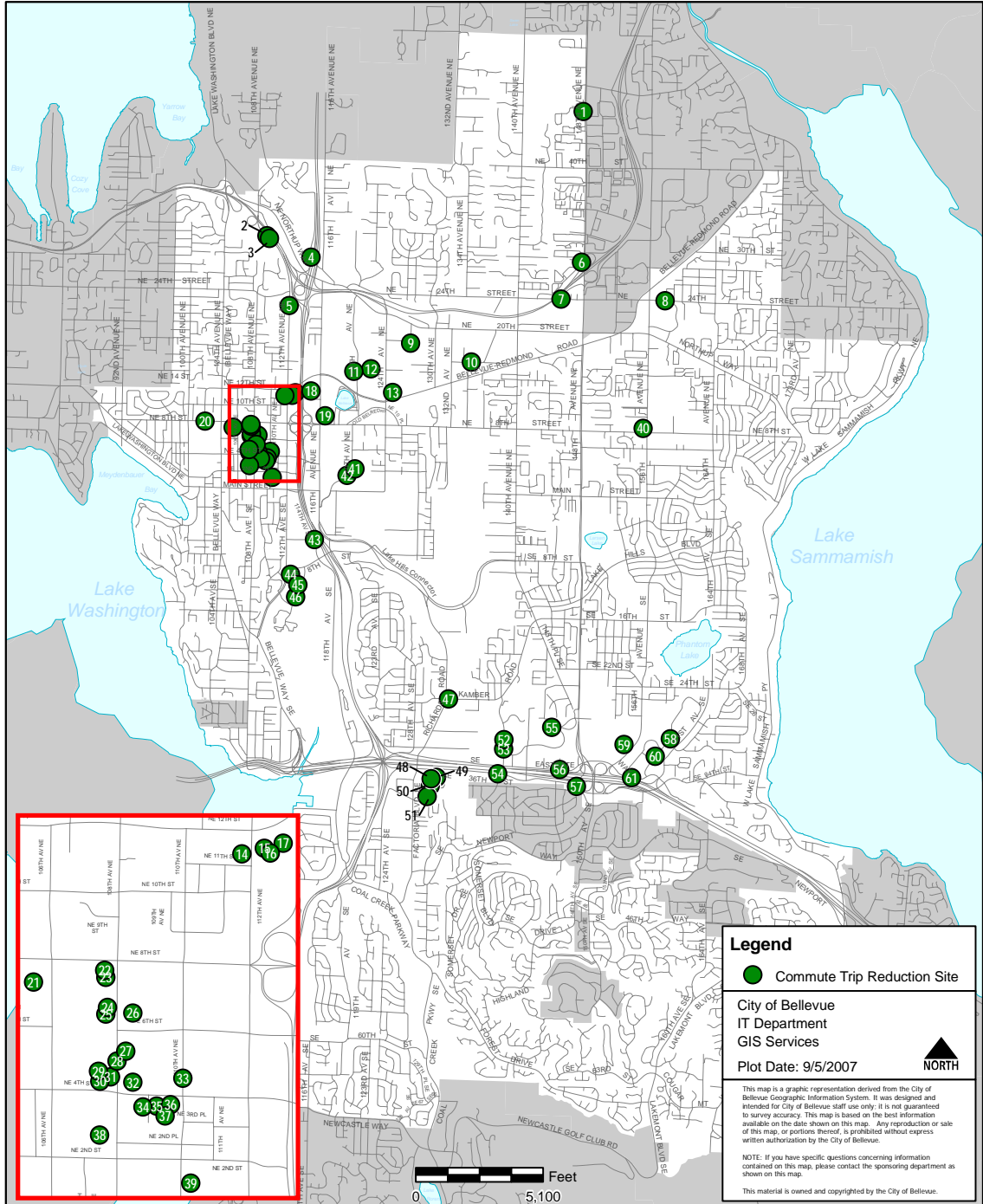
This section describes the existing and planned land use and transportation context that affects the City of Bellevue's ability to meet its goals for reducing drive alone trips and vehicle miles traveled. The information in this section was prepared using the City of Bellevue's existing comprehensive plan and other planning documents. King County Metro and Sound Transit provided information regarding existing and planned transit services and facilities.

### A. **Location of Commute Trip Reduction Work Sites**

The majority of Commute Trip Reduction (CTR) work sites are located within Downtown Bellevue, Eastgate and Factoria. Smaller clusters of sites are also located in Overlake, Bel-Red, North Bellevue, Southwest Bellevue, and along 116<sup>th</sup> Avenue NE. The map in Figure I – 1 provides a citywide view of the CTR site distribution. For a detailed list of the Bellevue CTR sites, including the corresponding numbers for sites on the map, please see Appendix A.

Figure I-1: Map of CTR Sites

City of Bellevue  
**Commute Trip Reduction Sites**



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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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### B. Existing and Planned Land Use Conditions

The City of Bellevue has a variety of land uses ranging from diverse residential areas, office complexes, retail centers, medical uses and a vibrant, urban downtown area. For the purposes of this plan, the detailed land use and transportation conditions around Bellevue's CTR sites will be described by the conditions within the following areas: Downtown, Factoria, Eastgate, Bel-Red, 116<sup>th</sup> Avenue Corridor, Overlake, Crossroads, North Bellevue, and Southwest Bellevue. These areas are based on the City's Mobility Management Areas (MMA) as detailed in the following chart:

**Figure I-2: List of CTR Cluster Areas By Mobility Management Area**

Area	Mobility Management Area
Downtown	3
Factoria	13
Eastgate	10
Bel-Red	4 (East of 120 <sup>th</sup> Avenue NE)
116 <sup>th</sup> Avenue NE Corridor	4 (West of 120 <sup>th</sup> Avenue NE)
Overlake	12 (Not Including Redmond)
Crossroads	5
North Bellevue	1
Southwest Bellevue	7

For a map of the City of Bellevue's Mobility Management Areas, please see Appendix B.

### Existing Land Use Conditions

#### Downtown

Downtown Bellevue is bounded on the north by NE 12<sup>th</sup> Street, on the east by I-405, on the south by Main Street, and on the west by 100<sup>th</sup> Avenue NE. Downtown, the city's designated regional growth center, includes large office towers, a variety of condominium and apartment complexes, and retail and hospitality services. As of 2007, approximately 15 new office and/or residential towers are being constructed within this area. Twenty-four CTR sites are located in Downtown Bellevue with 6,631 employees who commute to these sites between 6 a.m. and 9 a.m.

#### Factoria/Eastgate

Factoria is bounded on the north by I-90, on the east by the Eastgate and Somerset neighborhoods, on the west by I-405, and on the south by the Newport Hills neighborhood. Factoria has a mix of office, retail, single family and multi-family housing. Presently, there are four CTR sites in Factoria with 3,187 employees who commute to these sites between 6 a.m. and 9 a.m.



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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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Eastgate's northern boundary is SE 23rd Street, eastern boundary is 168th Avenue SE, southern boundary is SE 41st Street, and western boundary is 137th Avenue SE. The area serves as a gateway for south Bellevue and an axis for travel between the Eastside and Seattle. Convenient access makes Eastgate a desirable place to work and live. Existing office developments are located along the I-90 corridor, primarily along SE Eastgate Way and SE 36<sup>th</sup> Street. Office space covers approximately 10 percent of the area and houses major corporations, state agencies, technology industries, and community shopping services. Presently, there are eleven CTR sites in Eastgate with 5,926 employees commute to these sites between 6 a.m. and 9 a.m.

### Bel-Red

Bel-Red is bounded on the north by SR 520, on the east by 148<sup>th</sup> Avenue NE, on the south by NE 8<sup>th</sup> Street and on the west by 120th Avenue NE. The majority of land in Bel-Red is zoned for retail, office and light industrial uses. In 2007, the City conducted a significant planning process in Bel-Red to analyze potential and preferred land uses and densities in the area. Three CTR sites and one voluntary CTR site are located in Bel-Red. 534 employees commute to these sites between 6 a.m. and 9 a.m.

### 116<sup>th</sup> Avenue NE Corridor

The 116<sup>th</sup> Avenue NE Corridor's northern boundary is Northup Way, eastern boundary is 120<sup>th</sup> Avenue NE, southern boundary is NE 8<sup>th</sup> Street, and western boundary is I-405. This area is a subset of the official Bel-Red mobility management area, but the CTR sites along 116<sup>th</sup> Avenue NE share similar characteristics and transportation services. Much of the area is comprised of medical buildings, low rise office parks, retail, auto-dealerships and multi-family residential uses. The area includes some residential uses, which are concentrated in Dogwood Park, an older neighborhood located on the west side of the area. Currently, five CTR sites are located in this area with 1,327 employees commuting to these sites between 6 a.m. and 9 a.m.

### Overlake/Crossroads

Overlake is in the most northeast portion of the City of Bellevue and is located in both Bellevue and Redmond. This plan only includes the portion in Bellevue, which is bounded by the Bellevue/Redmond border, 156<sup>th</sup> Avenue NE on the east, Bellevue-Redmond Road on the south, and 140<sup>th</sup> Avenue NE/148<sup>th</sup> Avenue NE on the west. The City recognizes it as a vibrant area with a mix of commercial, office and residential uses. Offices buildings are located along 148<sup>th</sup> Avenue NE and NE 24<sup>th</sup> Street. Though commercial services are located along the same roadways, they are not within walking distance of the CTR sites. Four CTR sites are located in Overlake with 716 employees who commute to these sites between 6 a.m. and 9 a.m.

The Crossroads boundaries include Bellevue-Redmond Road to the north, 164<sup>th</sup> Avenue NE to the east, Main Street to the south, and 148<sup>th</sup> Avenue NE to the west. The area contains a blend of residential, office and retail uses, which mix together

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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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compatibly. Crossroads, which includes a high percentage of apartments, town homes and condominiums, provides more affordable housing options for households wanting to live in Bellevue. Only one CTR site is located in Crossroads with 112 employees who commute between 6 a.m. and 9 a.m.

### North Bellevue

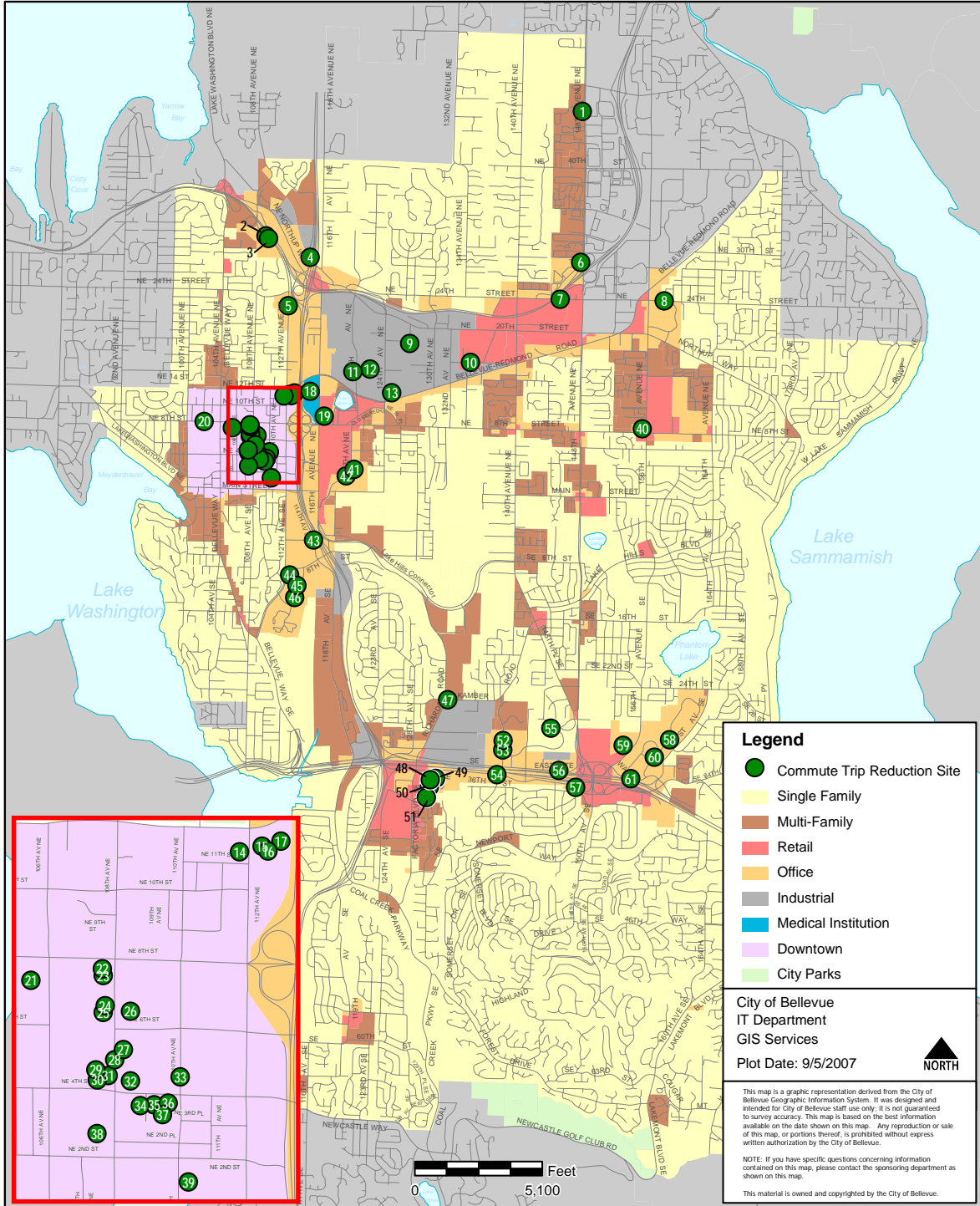
North Bellevue is bounded by Northup Way on the north, I-405 on the east, NE 12<sup>th</sup> Street on the south and 98<sup>th</sup> Avenue NE on the west. The majority of the area is residential, with the exception of office parks along 112<sup>th</sup> Avenue NE and some industrial uses along 116<sup>th</sup> Avenue NE. Four CTR sites are located in North Bellevue with 513 employees commuting between 6 a.m. and 9 a.m.

### Southwest Bellevue

Southwest Bellevue boundaries include Main Street to the north, I-405 to the east, the Newport Hills neighborhood to the south and Lake Washington to the west. This area is a mix of single-family residential, multi-family residential, office parks, hotels and open space. Currently, there is one office building under construction in this area. Southwest Bellevue has four CTR sites with 2007 employees who travel between 6 a.m. to 9 a.m.

Figure I-3: Comprehensive Plan Land Use Map

City of Bellevue  
**Comprehensive Land Use Plan**



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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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### **Planned Land Use Conditions**

According to the City of Bellevue's Comprehensive Plan, development plans and land use forecasts, planned land use conditions during 2008 to 2011 include the following:

#### **Downtown Bellevue**

Additional office space and residential units will be built in downtown Bellevue. Office towers that will be completed by 2011 include:

**Lincoln Square Phase II** – 514,000 SF Office Space  
**Tower 333** – 348,000 SF Office Space, 14,500 SF Retail  
**City Center Plaza** - 700,000 SF Office Space and Ground Floor Retail  
**The Bravern Office Tower** –1.5 Million SF of Office Space, 240,000 SF Retail/Restaurant

Additional residential units that will be completed by 2011 include:

**1020 Tower** – 175 Condos  
**Ashwood II** – 274 Housing units  
**Bellevue Towers** – 480 Condos  
**Washington Square** – 400 Condos  
**The Residences at The Bravern** – 450 Condos  
**Avalon Maydenbauer Apartments** – 368 Apartments

#### **Factoria/Eastgate**

In Factoria, the Factoria Mall residential site is currently in the permitting phase. Its 250 units will be in walking distance and/or biking/busing distance to most sites in this area.

The Advanta Office Commons is under construction in Eastgate. It will open for occupancy in 2007 with 600,000 square feet of office space. Microsoft has leased the facility and approximately 1,800 employees are expected to work at this site. The Sierra Suites Hotel is currently under construction and will add 160 new hotel rooms to this area.

#### **Bel-Red**

The City of Bellevue is working with a steering committee to develop a plan for future land uses in the corridor. Objectives of the Bel-Red Corridor Project include creating economic vitality within Bel-Red, supporting future employment growth, integrating land use and transportation planning, and enhancing mobility, especially by capitalizing on the potential for light rail transit in corridor. The Bel-Red Corridor Project is a long-term plan with a 30-year horizon. The steering committee has identified a preliminary preferred alternative, which would accommodate an increase of 4.5 million square feet of commercial development along with 5,000 new dwelling units. The committee is scheduled to recommend a preferred alternative during the summer of 2007, and

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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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implementation of the ultimate alternative adopted by the Council will likely begin in 2008. While implementation will occur gradually, the plan will affect how the city will focus programs and improvements for CTR sites in this area.

### 116<sup>th</sup> Avenue NE Corridor

In 2006, the City of Bellevue's Planning and Community Development (PCD) department conducted a study of the Wilburton Subarea. The 116<sup>th</sup> Avenue NE Corridor is partially within of the Wilburton Subarea. This study recommended building additional mixed-use development in the area. To do this, PCD staff will amend the Comprehensive Plan Map Designation from General Commercial (GC) to General Commercial/Community Business (GC/CB) for approximately 46 acres west of 120th Avenue NE between NE 8th and NE 2nd Streets and on the east side of 116th Avenue from NE 4th to SE 1st Streets.

Overlake Hospital Medical Center is currently developing additional hospital space along 116<sup>th</sup> Avenue NE between NE 8<sup>th</sup> Street and NE 12<sup>th</sup> Street, which includes a 150,000 square foot South Tower scheduled to open in 2008. Overlake Hospital Medical Center is planning to build a new six story, 200,000 square foot medical office building to be located on the northwest section of its current campus. Though an official opening date has not been set, this new office building may be open by 2010.

Group Health Cooperative Specialty Center is currently under construction south of Overlake Hospital Medical Center and will be open in Spring 2008.

### Overlake/Crossroads

The City of Bellevue's Planning and Community Development (PCD) department conducted a study of the greater Crossroads Mall area in 2006. As a result of this study, new multi-family developments can now be constructed in and around the Crossroads Mall development. These units, once developed, are along transit routes that provide quick, direct service to CTR sites in Downtown Bellevue, Eastgate/Factoria and Overlake.

### North Bellevue

There are no significant land use planning initiatives scheduled for this area between 2008 - 2011.

### Southwest Bellevue

There are no significant land use planning initiatives scheduled for this area between 2008 - 2011.

## **C. Existing and Planned Transportation Facilities**

### Existing Transportation Facilities

#### *Sidewalks*

The City of Bellevue recognizes pedestrian facilities as a vital element of the City's transportation system. Sidewalks provide access to transit routes and business/activity centers, offering employees at CTR sites alternative choices for commuting to work, mid-day travel and making non-work related trips. As part of this planning effort, City staff assessed the sidewalks near each CTR site. The sidewalks at each CTR site were given a rating of high, moderate, or low pedestrian mobility.

#### CTR Sites with High Pedestrian Mobility

CTR sites with high pedestrian mobility, as defined in this plan, are sites with sidewalks:

- Along both sides of the street
- Without major cracks or buckles
- Connecting the site with a transit route or other non-motorized transportation network
- Connecting to a nearby crosswalk that has ADA accessible ramps.

#### CTR Sites with Moderate Pedestrian Mobility

CTR sites with moderate pedestrian mobility, as defined in this plan, are sites:

- Missing a crosswalk leading to a transit stop
- With one or more adjacent transit stops that are not along a sidewalk
- With sidewalks along only one side of the street
- With a sidewalk that ends in one direction of site
- Served by a sidewalk with cracks or buckles.

#### CTR Sites with Low Pedestrian Mobility

CTR sites with low pedestrian mobility, as defined in this plan, are sites where:

- A partial sidewalk ends in both directions
- Transit stops are not along a sidewalk
- The existing sidewalk has cracks and buckles.

# I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

**Figure I-4: Sidewalk Mobility Ratings**

Site/Area	High Pedestrian Mobility	Moderate Pedestrian Mobility	Low Pedestrian Mobility
<b>North</b>			
City of Bellevue – Bellevue Service Center			X
IKON			X
Microsoft Corporation - CEE			X
Parker, Smith and Feek, Inc.			X
<b>Southwest</b>			
AAA Washington			X
Coinstar			X
Excell Data			X
Savers, Inc.			X
<b>116<sup>th</sup> Avenue NE Corridor</b>			
City University		X	
Healthcare Management Administrators, Inc.		X	
Overlake Hospital Medical Center	X		
ShareBulider Corporation	X		
Whole Foods	X		
<b>Bel –Red</b>			
Coca-Cola Bottling Company		X	
Lexis Nexis			X
Safeway Stores, Inc.			X
<b>Overlake/Crossroads</b>			
Hewlett Packard	X		
Microsoft – Liberty Campus	X		

## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

Site/Area	High Pedestrian Mobility	Moderate Pedestrian Mobility	Low Pedestrian Mobility
<b>Overlake/Crossroads con't.</b>			
Pro-Sports Club		X	
State of Washington – Department of Social and Health Services	X		
Unigard Insurance Group		X	
<b>Eastgate/Factoria</b>			
Alltel Newport Towers		X	
Expedia.com		X	
HTC America, Inc.		X	
Orrtax Software		X	
Printed Assembly Corporation		X	
Quadrant Homes		X	
State of Washington – Bellevue Community College	X		
State of Washington – Department of Ecology	X		
The Boeing Company	X		
T-Mobile Field Services	X		
T-Mobile Northwest Headquarters		X	
Wyndham Vacation Ownership NW Region		X	
Verizon Wireless	X		
Washington Mutual		X	
Zango		X	
<b>Downtown</b>			
SumTotal Systems		X	
All Other Sites	X		

### Sites Without Sidewalks Present

The Allied Waste CTR site does not have sidewalks along the street (127<sup>th</sup> Avenue NE) connecting the site to the main roadway, which is Northup/NE 20<sup>th</sup> Street. There are no streetlights along the street, making walking in the roadway hazardous. However, this



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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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site is within the Bel-Red area and this issue is most likely being addressed by the Bel-Red Corridor Plan.

### Existing Factors That Discourage Employees from Using Sidewalks

Both the Employee Transportation Coordinators and Program Managers, who implement their site's CTR program, provided insight regarding improvements that can be made near their sites. Both groups mentioned that sidewalk availability and well maintained sidewalks encourage more employees to take an alternative mode of transportation, either walking directly from home to work or walking from the nearest bus stop to the site. Pedestrians may be discouraged from walking due to the significant amount of time to cross some Bellevue streets, especially the major arterials. In addition, not all sidewalks create a pedestrian friendly environment, such as sidewalks with no separation between the walkway and multi-lane roadway.

### Identified Priority Gaps

1. Sites without any city sidewalks
2. Sidewalk connection to transit stops
3. Enhanced crosswalks at busy intersections
4. Increased coordination between the city and CTR site regarding pedestrian facility needs
5. Improved pedestrian environments along busy roadways

### *Bicycle Network*

The City of Bellevue's Bicycle Network offers a variety of riding facilities, including off street paths, bike lanes, bike shoulders, shared shoulders and wide outside lanes with sufficient room for mixed travel. These facilities offer commuters general mobility and enhanced safety. Furthermore, bicycle facilities help commuters complete the first or last leg of their trip by providing quick access to/from transit service. As part of this planning effort, the City conducted a basic analysis to determine which sites are connected to a bicycle facility and which sites are not connected to a facility. Connected sites have a bike facility adjacent to their site. Not connected sites have no bike facility adjacent to the site, requiring bicyclists to ride in the same lane of traffic as automobiles.

# I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

**Figure I-5: Bicycle Facilities**

Area/Site	Connected to a Bike Facility	Not Connected to a Bike Facility
<b>North</b>		
City of Bellevue – Bellevue Service Center	X	
IKON, Inc.	X	
Microsoft Corporation – CEE	X	
Parker, Smith and Feek, Inc.	X	
<b>Southwest</b>		
AAA Washington	X	
Coinstar	X	
Excell Data	X	
Savers, Inc.	X	
<b>116<sup>th</sup> Avenue NE Corridor</b>		
City University		X
Healthcare Management Administrators, Inc.		X
Overlake Hospital Medical Center		X
ShareBuilder Corporation		X
Whole Foods		X
<b>Bel-Red</b>		
Allied Waste		X
Coca – Cola Bottling Company	X	
Lexis Nexus		X
Safeway Stores, Inc.	X	
<b>Overlake/Crossroads</b>		
Hewlett Packard	X	
Microsoft – Liberty Campus	X	
Pro Sports Club		X
Unigard Insurance Group	X	
State of Washington – Department of Social and Health Services	X	
<b>Eastgate/Factoria</b>		
Alltel Newport Towers	X	
Expedia.com	X	
HTC America, Inc.	X	

## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

Area/Site	Connected to a Bike Facility	Not Connected to a Bike Facility
<b>Eastgate/Factoria con't.</b>		
Orrtax Software	X	
Printed Assembly Corporation	X	
Quadrant Homes	X	
State of Washington – Bellevue Community College	X	
State of Washington – Department of Ecology	X	
The Boeing Company	X	
T-Mobile Field Services	X	
T-Mobile Northwest Headquarters	X	
Wyndham Vacation Ownership NW Region	X	
Verizon Wireless	X	
Washington Mutual	X	
Zango	X	
<b>Downtown</b>		
All Sites		X

### Existing Factors That Discourage Employees from Biking to Work

Most Employee Transportation Coordinators and Program Managers agree that bicyclists do not receive the same perks as other commuters using transit and vanpools. Currently, only 15 of the 61 CTR sites citywide offer a subsidy for bicyclists. These subsidies range from \$5 to \$55 dollars per month. Thirty-seven sites have showers available for cyclists to use, however, some sites require a paid gym membership to use showers.

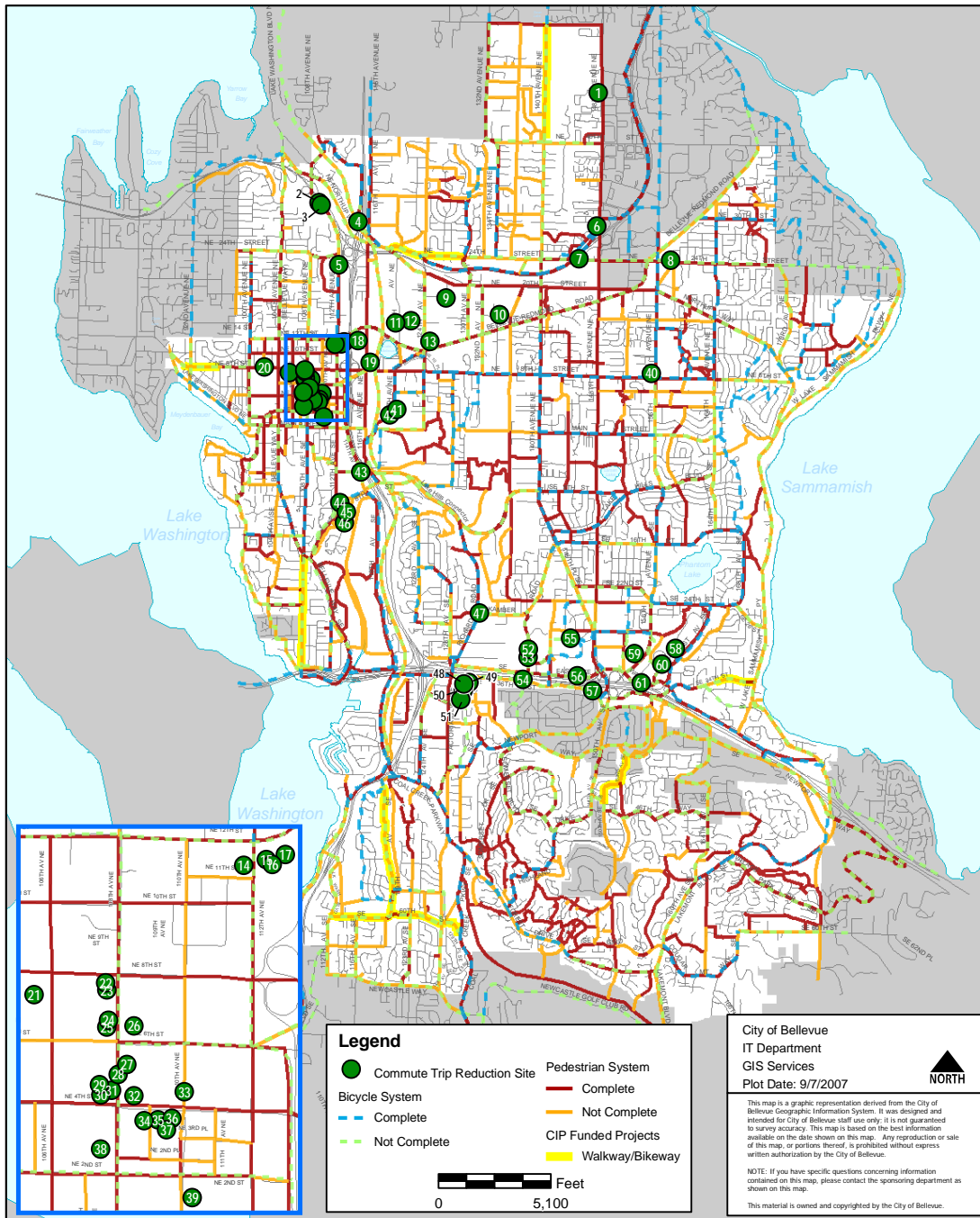
### Identified Priority Gaps

1. Increased connection of CTR sites to completed bicycle facilities
2. Encourage more employers to provide incentives, subsidies and/or benefits offered to bicyclists
3. Increased access to free or low cost shower and locker services for cyclists

For more information regarding the Sidewalk and Bicycle Facility research and gap analysis, please see Appendix C.

**Figure I-6: Non Motorized Facilities**

**City of Bellevue  
Existing Non-Motorized Facilities**



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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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### *Existing HOV Connectivity*

#### HOV Lanes

HOV lanes are located along I-90, I-405 and SR 520. The existing HOV lanes along I-90 are located in both directions from Issaquah to Mercer Island. At Mercer Island, the HOV lanes merge into one way Express Lanes traveling westbound in the morning and eastbound in the afternoon/evening. As the number of commuters traveling from Seattle to Bellevue continues to increase, the reverse commute has become more congested because of no access to the HOV express lanes. The HOV Lanes along I-405 travel both northbound and southbound from beyond the north King County border to I-5 in Tukwila.

The HOV lanes along SR 520 run from Redmond to the Evergreen Point Floating Bridge. Unlike the HOV lanes along I-90 and I-405, these lanes require 3 or more persons within the vehicle west of the I-405/520 interchange.

#### HOV Freeway Exits

There are two HOV direct access ramps serving the City of Bellevue. One HOV direct access ramp connects both directions of I-405 to NE 6<sup>th</sup> Street in Downtown Bellevue, providing buses direct access to the Bellevue Transit Center. The other HOV direct access ramp connects both directions of I-90 with 142<sup>nd</sup> Avenue SE, Eastgate Park and Ride and Bellevue Community College. This HOV direct access ramp has a freeway bus station located on the top of the ramp, which has lessened the travel times for routes serving the Eastgate Park and Ride.

#### State HOV System Performance

The Washington State Department of Transportation (WSDOT) HOV system performance standard requires vehicles traveling within the HOV lanes to maintain or exceed an average speed of 45 miles per hour or greater at least 90% of the time during peak hour over a six month period (Washington State Freeway HOV System Policy, June 1997).

According to WSDOT, the following HOV systems serving Bellevue commuters failed to meet the HOV system performance standard in 2005:

- Northbound and southbound I-405 through Bellevue
- Westbound 520 from Redmond to Evergreen Floating Bridge

The HOV lanes that serve both eastbound and westbound I-90 met the performance standard during the same year.

# I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

## Planned Transportation Facilities

### *Local Roadway Improvement Projects*

### Capital Improvement Program Planned Projects

From 2008 to 2012, the City of Bellevue has dedicated \$17,482,000 toward roadway and intersection improvements. Though many of these roadway and intersection projects do not address problems for a specific CTR site, improving the city's roadway infrastructure will improve the citywide level of service the motorized network can provide for both single occupancy and high occupancy vehicles. The following chart gives a detailed description of projects that will be completed by 2011.

**Figure I-7: Capital Improvement Program Planned Projects**

<b>Project</b>	<b>Area/Location</b>	<b>Brief Description</b>	<b>Timeframe</b>
PW-R-46 Major Safety Improvement	Citywide	Construct various roadway safety related capital improvements as identified through deficiency analysis and community input.	Ongoing
PW-R-133 Northup Way – 120 <sup>th</sup> to 124 <sup>th</sup> Avenues NE	North Bellevue: Northup Way between 120 <sup>th</sup> to 124 <sup>th</sup> NE	Add an additional lane along eastbound Northup way. Widen to provide a second eastbound left turn lane from Northup to SR 520. Complete missing sidewalks	2010 – 2011
PW-R-139-110 <sup>th</sup> Avenue NE – NE 4 <sup>th</sup> Street to NE 8 <sup>th</sup> Street	Downtown: NE 110 <sup>th</sup> Ave NE	Widen 110 <sup>th</sup> Avenue NE from four lanes at NE 4 <sup>th</sup> Street to five lanes at NE 6 <sup>th</sup> Street. Curb/gutter/sidewalk, illumination, storm drainage and signal modifications at NE 4 <sup>th</sup> , 6 <sup>th</sup> and 8 <sup>th</sup> Streets.	2009 – 2010
PW-R-141 West Lake Sammamish Parkway Improvements	West Lake Sammamish Parkway – North City Limit to I-90	Provide a consistent 4' shoulder on the eastside of roadway. Provide a 10.5' wide northbound and 10' wide southbound travel lane. Create a 10' wide multi-purpose trail. Provide pedestrian crossings and signal at SE 34 <sup>th</sup> Street.	2009 – 2012
PW-R-147 Early Implementation of Downtown Plan	Downtown Bellevue	Ensure new public and private development is consistent with Downtown Plan direction. Preserve opportunities for future implementation. Conduct early design studies on projects such as one- way couplets, mid-block pedestrian crossings, optimization of arterial operation, streetscape improvements and a way finding system.	2007 – 2008
PW-R-149 NE 10 <sup>th</sup> Street Extension	NE 10 <sup>th</sup> Street	Extend NE 10 <sup>th</sup> Street between 112 <sup>th</sup> Avenue NE and 116 <sup>th</sup> Avenue NE, across, and potentially with access to I-405.	2007 – 2008

## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

Project	Area/Location	Brief Description	Timeframe
PW-R-152 NE 8 <sup>th</sup> /106 <sup>th</sup> Avenue NE to 108 <sup>th</sup> Avenue NE	NE 8 <sup>th</sup> /106 <sup>th</sup> Avenue NE – 108 <sup>th</sup> Avenue NE	Add a third westbound lane on NE 8 <sup>th</sup> Street, becoming a right turn lane at 106 <sup>th</sup> Avenue NE.	2008 –2009
PW-I-84 Signal Warrant/Safety Program	City Wide	Installing vehicular traffic signals as warranted based on safety and/or capacity concerns. Pedestrian crosswalk signals or enhancements, new street light installations or upgrades and other accident reduction or safety related projects as needed.	Ongoing

\* Funding for this project is a placeholder for full implementation. Additional financing and implementation timelines are still being determined.

### *Regional Roadways Improvement Projects*

Regional roadway projects affect all sites within the City of Bellevue due to employees traveling into the city from all directions. The following projects will be completed between 2008-2011.

#### I-90 HOV Lane Projects

This project will create two-way transit and high-occupancy vehicle (HOV) operations on I-90 between Bellevue and Seattle. These lanes will be designated for HOV travel 24 hours a day for both eastbound and westbound traffic on the I-90 outer roadways. The project will modify existing HOV direct access ramps, as well as create new HOV ramps.

Design and construction will take place in three stages. Stage 1 will improve travel on westbound I-90 between Bellevue Way and 80<sup>th</sup> Avenue SE on Mercer Island by dedicating a new HOV lane in the westbound outer roadway, creating a new 80<sup>th</sup> Avenue SE HOV direct access ramp, and modifying the Bellevue Way HOV ramp and I-405 and I-90 interchange.

Stage 2 will improve congestion on eastbound I-90 between 80<sup>th</sup> Avenue on SE Mercer Island and Bellevue Way by adding a new HOV lane in the eastbound outer roadway, and modifying both the 80<sup>th</sup> Avenue SE HOV direct access ramp and modifying HOV access from I-90 to Bellevue Way and I-405.

Stage 3 will improve both eastbound and westbound travel on I-90 between 80<sup>th</sup> Avenue SE and Seattle by adding HOV lanes to the bridge deck, developing a HOV direct access ramp at 77<sup>th</sup> Avenue SE, and installing protective screening to better separate the non-motorized lane from motorized traffic.

Stage 1 construction takes place between 2007 and 2009. Stage 2 construction will occur between 2008 and 2009. According to Sound Transit, construction for Stages 1 and 2 will be facilitated so traffic impacts are minimized.

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### I-405: Widening Roadway Between 112<sup>th</sup> Avenue SE and SE 8<sup>th</sup> Street

WSDOT will widen I-405 between 112<sup>th</sup> Avenue SE and SE 8<sup>th</sup> Street to lessen roadway congestion and increase safety. The project will be completed by 2009 and includes creating one new southbound lane from SE 8<sup>th</sup> Street to I-90 and one new northbound lane from 112<sup>th</sup> Avenue SE to SE 8<sup>th</sup> Street. The project also includes a northbound HOV lane on the original structure over I-90 and a new ramp meter at 112<sup>th</sup> Avenue SE. Traffic impacts should be minimal due to the construction being completed within the roadway median or on the side of the corridor. There will be some short duration lane closures at night.

### NE 10<sup>th</sup> Street Extension

The City of Bellevue is partnering with WSDOT to construct a local freeway crossing at NE 10<sup>th</sup> Street. This crossing will allow motorists to travel directly across I-405 on NE 10<sup>th</sup> Street, improving access in the north end of downtown Bellevue, lessening congestion at the NE 8<sup>th</sup> Street/I-405 interchange and improving emergency access to Overlake Hospital Medical Center and Group Health Cooperative campus. The project will be open to traffic in 2009.

### Current Regional Roadway Construction Mitigation Planning

King County Metro will work with WSDOT to allocate construction mitigation funds for the Bellevue Nickel/TPA (Transportation Partnership Act) funded projects. The Bellevue Transportation Management Association (TMA) Partnership, with members representing the City of Bellevue, King County Metro and Bellevue's TMA, TransManage, will identify and prioritize mitigation projects to lessen the number of daily trips within the construction project areas. Projects planned by the TMA partnership for 2008 and 2009 regional project mitigation are:

1. Downtown Area FlexPass campaign
2. Outreach to the hospitality sector
3. Implementation of the In Motion program in a designated neighborhood
4. Carpool formation incentive program
5. Relocation of Vanpool meeting spots

### *Pedestrian/Bicycle System Improvement Projects*

From 2008 to 2011, the City has designated \$5,082,000 in CIP funding toward improving the Pedestrian/Bicycle System. The following table describes the identified pedestrian/bicycle network projects. Some of these projects may directly serve CTR sites, while others enhance non-motorized system connectivity, which will encourage additional usage of the network throughout the city.



**Figure I-8: Pedestrian and Bicycle System Planned Improvement Projects**

Project	Area/Location	Brief Description	Timeframe
PW-W/B-49 Wheelchair Ramps	Citywide	This program follows standards set forth by Americans with Disabilities Act (ADA) to inventory, identify, prioritize and construct/reconstruct wheelchair ramps citywide.	Ongoing
PW-W/B-56 Pedestrian Access Improvements	Citywide	Minor construction of small pedestrian and bicycle improvements that enhance mobility and access between neighborhoods, employment, schools, parks, transit and shopping.	Ongoing
PW-W/B-71 108 <sup>th</sup> Avenue SE/Bellevue Way to I-90	108 <sup>th</sup> Avenue SE/Bellevue Way to I-90	Adding five foot lanes on both sides and curb, gutter and six foot sidewalk on one side where missing.	2009 – 2011
PW-M-3 Curb, Gutter and Sidewalk Rehabilitation	Citywide	1. Reconstruction of curb, gutter, and/or sidewalk sections where failing	Ongoing

In 2007, the City launched its Pedestrian and Bicycle Transportation Plan Update, *Walk and Roll*. This planning process will identify walkway and bikeway needs and prioritize improvement projects. Throughout the planning process, the City will gather public comments regarding pedestrian and bicycle facilities. ETCs will be encouraged to comment on project needs serving their sites.

**D. Existing and Planned Transit Services and Facilities**

Existing Transit Facilities

*Park and Ride Lots*

Within the city limits and the Overlake area of Redmond, there are 14 park and ride lots, which provide 3,261 free parking stalls for transit customers. These park and rides all have sheltered bus stops for passenger comfort. For transit riders who combine riding their bike and using the bus to commute to work, the Eastgate Park and Ride and the Bellevue Transit Center offer bicycle facilities so commuters have a place to store their bike during the day or overnight. The Bellevue Transit Center also has a Rider Service Center with restrooms, transit schedules and a police station.

One challenge commuters face is that many Park and Ride lots are at capacity by 8 am. Though many users of the lots ride on the bus, there are a significant number of vanpools using the lots as a meeting location. Commuters who choose to ride their bicycles for a segment of their trips face the reality that many of the bike racks and lockers at Park and Ride lots are at capacity. These commuters are further impacted when the bike racks on routes traveling to/from Bellevue are full, forcing the bicyclists to

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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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wait longer periods of time to find a bus with an open rack. Employers also report a lack of security at Park and Rides with the perception of numerous car break ins/theft acting as a deterrent to people utilizing Park and Rides.

### Identified Park and Ride Priority Gaps

The City of Bellevue has no jurisdiction over park and ride lots or transit amenities. However, the City will coordinate with Sound Transit and King County Metro when issues are identified by CTR sites.

### *Transit Stops*

As part of the CTR Planning process, the city staff evaluated the accessibility and convenience of the transit stop(s) serving each site. The transit stops were given a rating of high, moderate, fair and low.

### High Rated Transit Stops

High Rated Transit Stops include the following features: bus shelters, two or more routes serving the stop, posted schedules, available garbage cans, seating, good lighting, sidewalks and crosswalks connecting site with the stop, and a nearby bicycle facility.

### Moderate Rated Transit Stops

Moderate Rated Transit Stops include most of the features above, yet do not have one or more of the following: bus shelters, seating, or a bicycle facility nearby the stop.

### Fair Rated Transit Stops

Fair Rated Transit Stops are well lit, served by only one or two routes, have a sidewalk connecting it to the site, yet does not have two or more of the following: a garbage can, seating, shelter, posted schedule or a connection with a non-motorized facility.

### Low Rated Transit Stops

Low Rated Transit Stops are served by only one route, have poor lighting, are not connected with the site by a sidewalk or non-motorized facility, and are located on the shoulder of the road and does not have any other amenities.

The following table provides the rating of each site's transit facilities, based upon criteria listed above.

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**Figure I-9: Transit Facility Ratings**

Area and Site	High	Moderate	Fair	Low	Transit Not Present
<b>North</b>					
City of Bellevue – Bellevue Service Center					X
IKON, Inc.				X	
Microsoft Corporation – CEE				X	
Parker, Smith and Feek, Inc.				X	
<b>Southwest</b>					
AAA Washington			X		
Coinstar			X		
Excell Data			X		
Savers		X			
<b>116<sup>th</sup> Avenue NE Corridor</b>					
City University			X		
Healthcare Management Administrators, Inc.		X			
Overlake Hospital Medical Center		X			
ShareBuilder Corporation		X			
Whole Foods		X			
<b>Bel – Red</b>					
Allied Waste					X
Coca – Cola Bottling Company				X	
Lexis Nexis				X	
Safeway Stores, Inc.				X	
<b>Overlake/Crossroads</b>					
Hewlett Packard					X
Microsoft – Liberty Campus	X				
Pro Sports Club	X				
State of Washington – Department of Social and Health Services	X				
Unigard Insurance				X	
<b>Eastgate/Factoria</b>					
Alltel Newport Tower	X				
Expedia.com	X				
HTC America, Inc.	X				
Orrtax Software			X		
Quadrant Homes			X		
Printed Assembly Corporation			X		
State of Washington – Bellevue Community College	X				
State of Washington – Department of Ecology			X		
T-Mobile – Newport Tower and Field Services	X				
The Boeing Company			X		

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Area and Site	High	Moderate	Fair	Low	Transit Not Present
<b>Eastgate/Factoria con't.</b>					
Wyndham Vacation Ownership NW Region	X				
Verizon			X		
Washington Mutual	X				
Zango			X		
<b>Downtown</b>					
All Sites	X				

The following sites within Downtown Bellevue are not in the immediate vicinity of the Bellevue Transit Center, but have a shuttle that takes employees to/from the transit center:

1. Overlake Hospital – Hines Building
2. MulvannyG2 Architecture
3. CH2Mhill

### Transit Priority Signals

Transit priority signals are currently located at the signal serving the South Bellevue Park and Ride's entrance and Bellevue Way SE and at the signal serving the southwest corner of the Bellevue Transit Center and 108<sup>th</sup> Avenue NE. The City is upgrading its traffic control systems, which will include additional transit priority signals on select transit routes. The primary target is the *Rapid Ride* route running through Overlake, Bel-Red and Downtown. These additional transit priority signals will improve transit service for the following CTR sites:

1. Pro-Sports Club
2. Unigard Insurance
3. State of Washington Department of Social and Health Services
4. Coca Cola Bottling Company
5. Safeway Stores, Incorporate
6. Whole Foods
7. Overlake Hospital Medical Center
8. All Downtown Bellevue CTR Sites

### Identified Transit Facility Priority Gaps

The City of Bellevue has no jurisdiction over transit facilities. As King County Metro evaluates service improvements, the City will encourage CTR sites to provide feedback regarding transit facility needs.

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### Planned Transit Facilities

Currently, Sound Transit is working to redevelop both the Mercer Island Park and Ride and the Issaquah Park and Ride. Both Park and Rides provide access to CTR sites.

The new two-level Mercer Island Park and Ride structure will be complete by 2008 and expand the site's total parking capacity to 447 stalls. The project features new shelters, wider platforms, bicycle storage and other passenger amenities.

Sound Transit is constructing the new Issaquah Transit Center. When it is complete, the transit center will include an 800-stall parking garage, improved boarding platforms, sheltered passenger waiting areas, bicycle lockers and other passenger amenities. This project doubles the former capacity of this site and is projected to open in 2008.

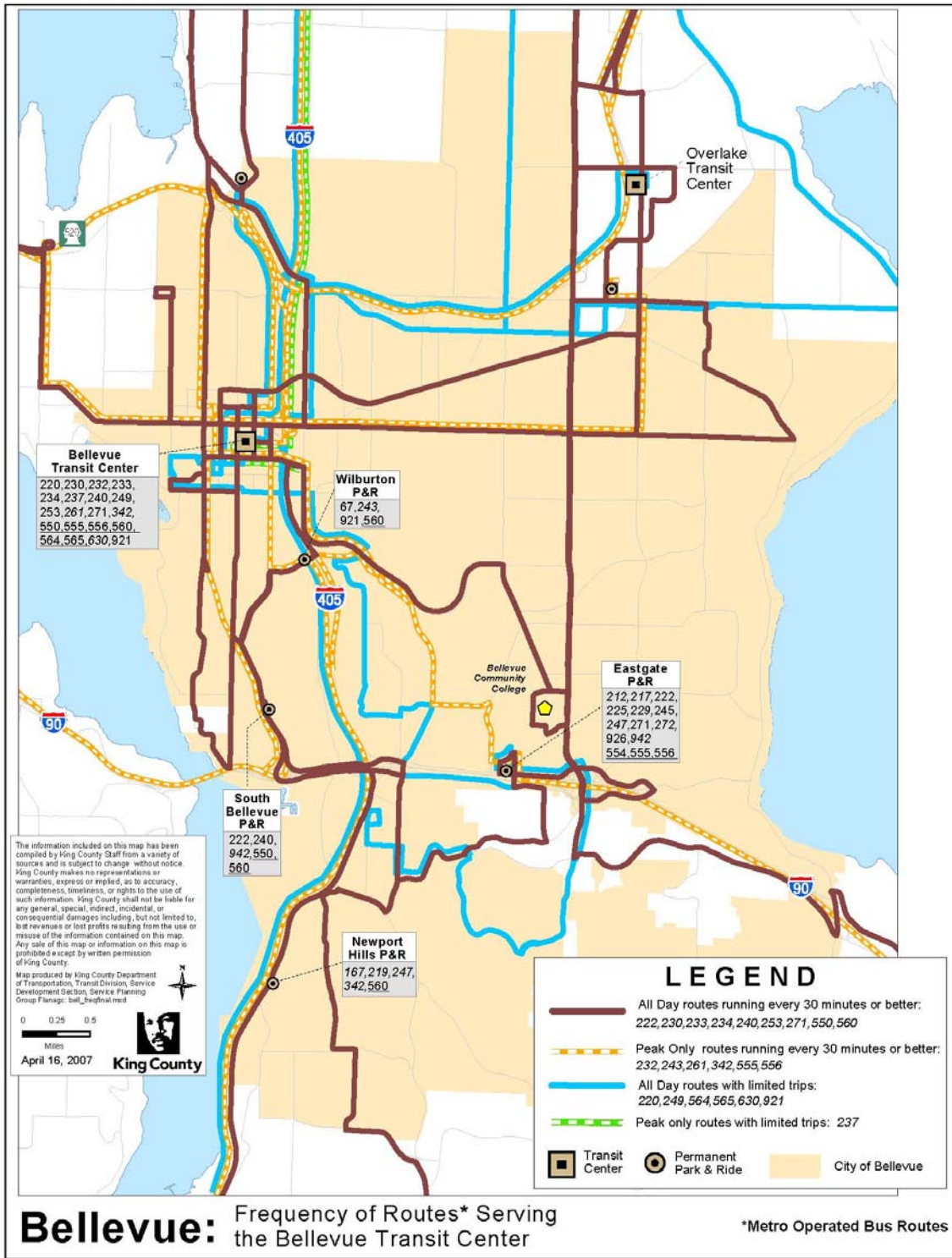
### Existing Transit Service

King County Metro and Sound Transit provide transit service that serves the City of Bellevue. Community Transit provides service to the Overlake Park and Ride, which may be utilized by commuters going to Bellevue CTR sites. Most CTR commuters who use transit travel through either the Bellevue Transit Center in Downtown Bellevue or the Eastgate Park and Ride/Eastgate Freeway Station. There are 24 Metro and Sound Transit routes and more than 1,000 weekday transit trips serving the Bellevue Transit Center. Nine of these routes have peak only service and the rest have all day service. The Eastgate Park and Ride and Freeway Station is served by 15 Metro and Sound Transit routes that provide approximately 480 weekday trips. Of the 15 routes, 9 of the routes provide peak only service and 6 provide all day service. The majority of routes serving these transit centers have headways of 30 minutes or more, with the exception of one route traveling through the Eastgate Park and Ride and five routes traveling through the Bellevue Transit Center. See figure I-10 for a map of all the routes serving the City of Bellevue and figure I-11 for the frequency of routes serving the Bellevue Transit Center. Since the majority of routes serving the Bellevue area travel through the Bellevue Transit Center, the map in figure I-11 is representative of the frequency of transit service serving CTR sites citywide.

Figure I-10: Bellevue Transit Routes



**Figure I-11: Transit Route Frequency - Downtown Bellevue**



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### Utilization, Capacity and Overloads

Based on data collected from September 2006 to February 2007 by King County Metro, of the 24 routes serving the Downtown Bellevue Transit Center, 12 routes are at high utilization (over 70% capacity) during the AM peak period. Eleven of these routes are operating at more than 100% capacity during portions of the AM peak period requiring some riders to stand for part or their entire trip. Of the remaining routes, seven routes are at medium capacity (50% to 70% capacity) and six routes are at low capacity (below 50% capacity) during the AM peak period.

According to data collected during the same time period by King County Metro, Eastgate has only one route at high utilization (over 70% capacity), seven routes at medium utilization (50% to 70% capacity) and seven routes at low utilization rates (below 50% capacity) in the AM peak period. Though most of the routes are not at high utilization, ten routes have one to three trips that are above capacity during the AM peak period.

### On Time Arrivals

King County Metro defines on time arrivals as an operation measured within a range of one minute early to five minutes late with a general on time goal of 85% for weekday peak period routes. Sound Transit's Service Standards and Performance Measures - 2006 Edition specifies on-time guidelines as 90% of bus trips departing from the route terminus not more than three minutes late and arriving at the route terminus not more than seven minutes late. The percentage of on time arrivals by route for the Bellevue Transit Center ranges from 26 percent to 100 percent on time during the morning peak commute hours. The average on time arrival rate at the Bellevue Transit Center is approximately 69 percent. Eastgate's on time arrival ranges from 70.3 percent to 100 percent on time during the morning peak commute hours. The average on time arrival rate at Eastgate is 90.2 percent.

### Existing Factors That Discourage Employees from Using Transit

Perceived inconvenience and inefficient service are factors that discourage employees from using transit, including:

- Timing does not meet employee work schedules
- Time in transit and number of transfers makes local and regional routes slower than driving alone
- Only two routes serving areas outside of downtown and four routes serving downtown have headways between 10 minutes to 20 minutes. Because the majority of transit routes serving Bellevue have headways of 30 minutes or more, the bus is less convenient compared to a personal automobile.
- Routes that are late on a regular basis support the belief that all transit is inconvenient.



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Another problem regarding transit service within Bellevue is overcrowded buses. Of the routes serving the Bellevue Transit Center, about 40 percent have buses that are 70 percent or more full during peak commute hours. For these highly utilized routes, approximately 2 -10 percent of these trips are overcapacity. Eastgate has only one route that has over 70 percent utilization during peak hours. Yet, seven of the routes that are 50-70 percent full have up to nine percent of their trips being over capacity. Overcrowded buses force riders to arrive at their bus stop early if they want to get a seat on the bus. The full capacities also make riding on these routes uncomfortable due to a large number of riders standing in the aisle.

All of these factors combined make transit a less attractive option for some commuters because it is less convenient and comfortable than driving a personal automobile.

### Identified Transit Service Priority Gaps

The City of Bellevue has no jurisdiction over transit service. As King County Metro and Sound Transit evaluate service improvements and implement service changes, the City will advocate for CTR site transit needs to be met. The City will also work with carpool and vanpool programs to increase ridesharing along routes that are at high passenger capacity.

### Planned Transit Service

#### *King County Metro Transit*

**Transit Now**, an initiative passed by King County voters, will increase King County Metro Transit service. This initiative will provide between 18 million to 21 million more annual rides within ten years.

In February 2007, the following routes serving the City of Bellevue were improved with Transit Now funds:

**Figure I-13: King County Metro February 2007 Transit Improvements**

<b>Route</b>	<b>Area(s) Served</b>	<b>Improved Service</b>
218	Eastgate	Two new trips serving Eastgate Freeway Access Ramp
234	Downtown 116 <sup>th</sup> Avenue NE Corridor	New hourly two-way service between 7 p.m. to 9 p.m.
245	Eastgate/Factoria Crossroads	30-minute headways from 10 a.m. to 7 p.m. on Sundays and Holidays.
271	Eastgate Downtown	New six midday trips to extend span of 15-minute headway between University District and Eastgate via Bellevue Transit Center.

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The September 2007 service change is scheduled to include the following changes:

**Figure I-14: King County Metro Proposed Service Changes - September 2007**

Route	Area(s) Served	Improved Service
234	Downtown 116 <sup>th</sup> Avenue Corridor	Adding Sunday and holiday service at hourly headway.
272	Downtown Bel-Red	Two midday trips that are suspended in summer will not be restored. Hours will be used for the February 2008 service change.
(255) 256	North	Service rerouted to the Transit Tunnel
212 225 229	Eastgate/Factoria	Service rerouted to the Transit Tunnel

The proposed February 2008 service change, if approved, will affect the following routes:

**Figure I-15: King County Metro Proposed Service Changes - February 2008**

Route	Area(s) Served	Improved Service
220	North Overlake Downtown	Weekday hourly headway service between Bellevue and Redmond will be discontinued.
221	Eastgate Overlake/Crossroads	New Route connecting Redmond with Eastgate. Has the same service level as existing Route 222.
222	Eastgate/Factoria Downtown Southwest	Route split at Eastgate to improve reliability. Would be interlined with Route 233 via BTC. No change in service level.
232	Overlake/Crossroads Downtown	Route revised north of Redmond and will provide two-way peak hour connection between BTC and downtown Redmond.
233	Overlake/Crossroads Downtown	Route revised north of Bear Creek and will be interlined with Route 222 via BTC. No change in service level.
249	Bel-Red Overlake/Crossroads	Route revised north of Bel-Red Road and NE Lake Sammamish Parkway to connect with Overlake Transit Center via NE 40th Street. Weekday peak headway improved to 30-minutes. Eastbound a.m. trips and westbound p.m. trips will now serve South Kirkland P&R. This connection mitigates the deletion of Route 220 and the expected deletion of Route 256.

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Route	Area(s) Served	Improved Service
921	Eastgate/Factoria Downtown	Route revised to serve Kamber Road instead of SE 36th Street. Expected to be interlined with Route 249 via Bellevue Transit Center. There will not be a change in service level.

### Transit Now: Bus Rapid Transit Connecting Redmond with Downtown Bellevue

There is a possibility that *RapidRide* Bus Rapid Transit (BRT) will be available in 2011. The BRT route is expected to connect downtown Redmond with Downtown Bellevue via Overlake, Crossroads, and NE 8th Street. As the core routes and the *RapidRide* services are improved, there may be changes to nearby or related routes. King County Metro discussed some BRT route concepts with the community in 2006, which included the following:

- Improving all-day two-way service in East Bellevue on the 164th Avenue corridor between Overlake and Eastgate via Crossroads and BCC.
- Discontinuation of Route 261, which is a one-way peak-only service traveling to downtown Seattle along NE 8th Street.

### Transit Now: Jurisdiction Partnership and Circulator Route

Transit Now set aside resources for partnerships with major employers and cities in attempt to leverage additional funding for new transit service in rapidly expanding employment centers. Major employers and cities who participate in this partnership program provide 1/3 of the funds for new service and King County Metro matches the remaining 2/3 of the expenses.

The City of Bellevue will join King County Metro in a Transit Now partnership. Currently, a circulator transit route is planned to potentially serve Downtown Bellevue and Overlake Hospital Medical Center/Group Health Cooperative Campus. The Bellevue City Council agreed to send a letter of interest to King County on this project in July, 2007.

### *Sound Transit Express Bus Service*

Sound Transit service changes programmed to occur through 2011 on downtown routes consist of the following:

**Figure I-16: Sound Transit Proposed Service Changes**

Route	Area(s) Served	Improved Service	Year Completed
550	Downtown	Service returns to Downtown Seattle Transit Tunnel	2007

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Route	Area(s) Served	Improved Service	Year Completed
532 535	Downtown	New Pedestrian Overpass at Canyon Park will reduce travel time because buses will no longer use local streets to serve the Canyon Park P&R. Service will also use the Totem Lake direct access ramps.	2007
532	Downtown	Additional trips will be added when the South Everett Park and Ride opens.	2009
560	Downtown Southwest	Revisions will connect service with the Central Link light rail line.	2009

### Sound Transit 2

Sound Transit 2 is part of a Roads and Transit proposal being brought to the voters in 2007. If approved, this package will provide funding to:

1. Plan and develop the East Link Light Rail service
2. Additional 1% of Sound Transit Express bus service throughout the region.
3. Strategic bus rapid transit (BRT) investments, which will complement the BRT investments made by King County Metro's Transit Now initiative.

For additional information regarding existing and planned transit service, as well as King County's Transit Support Letter, please see Appendices D - F.

### **Parking Conditions and Policies**

#### *Existing Parking Conditions*

According to the Puget Sound Regional Council (PSRC) 2006 Parking Survey, which was conducted in late April and early May of 2006, the city of Bellevue has 34,453 parking spaces and 291 parking lots/areas. The a.m. occupancy of these lots was 18,187 and the p.m. occupancy of the same lots was 19,704. Some owners of parking lots did not participate in this parking survey, which includes the parking lots at the Bellevue Collection. The Bellevue Collection has 10,000 parking stalls and has plans to add 6,000 more during the time frame of this plan.

#### Bellevue Parking Conditions

There are nine CTR sites in Bellevue that charge employees for parking. On average, employees pay \$95.00 a month for parking. The number of sites that either charge their

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employees for parking, give free parking to their employees or do not have parking available are:

**Figure I-17: Parking Offered By CTR Employers**

No Parking Available for Employees	3
Charges Employees For Parking	9
Free On and Off – site parking	42

\*6 new Sites are not included in the table above

Comparing the drive-alone rates for companies that offer employees free parking, paid parking or no parking at all, the companies with no parking options have the lowest SOV rates, as shown in the chart below.

**Figure I-18: Drive-Along Rates Based On Parking Offered By CTR Employers**

	Drive-Along Rate
No Parking Available for Employees	24% - 59%
Charges Employees for Parking	34% - 74%
Offers Free Parking	66% - 84%

### *Parking Policies and Codes*

The City of Bellevue has two different parking policies and codes, *LUC 20.25A.050 Downtown Parking, Circulation and Walkway Requirements* provides parking policies and codes for Downtown Bellevue and *LUC 20.20590 Parking, Circulation and Walkway Requirements* provides regulation for areas outside of Downtown Bellevue.

According to LUC 20.25A.050, the property owners in Downtown Bellevue shall provide at least the minimum and may provide no more than the maximum number of parking stalls as indicated in the matrix below:

**Figure I-19: Parking Requirements for Downtown Bellevue**

Land Use	Unit of Measurement	Downtown Zones	
		O-1, O-2	R, MU, OB, OLB
		Min/Max	Min/Max
Financial Institution	per 1,000 nsf	3.0/4.0	4.0/5.0
Office (Business Services/Professional Services, General Office)	per 1,000 nsf	2.0/2.7	2.5/3.0
High Technology/Light Industry	per 1,000 nsf	2.0/3.5	2.0/3.5
Hospital/In Patient Treatment Facility/ Outpatient Surgical Facility	per 1.5 patient beds	1.0/2.0	1.0/2.0

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Land Use	Unit of Measurement	Downtown Zones	
Office - Medical/Dental/Health Related Services	per 1,000 nsf	3.0/4.0	4.0/5.0

According to LUC 20.20.590, the property owners in areas of Bellevue that are outside of downtown shall provide no more than the maximum number of parking stalls as indicated in the following matrix:

**Figure I-20: Parking Requirements for Areas Outside of Downtown Bellevue**

Land Use	Minimum Number of Parking Spaces Required	Maximum Number of Parking Spaces Required
Financial Institution	4:1,000 nsf	5:1,000 nsf
Office (Business Services/Professional Services/General Office)	4:1,000 nsf	5:1,000 nsf
High Technology/Light Industry	4:1,000 nsf	5:1,000 nsf
Hospital/In-Patient treatment facility/ outpatient surgical facility.	1: patient bed	No Max
Office – Medical/Dental/Health Related Services	4.5:1,000 nsf	5:1,000 nsf

The City Code contains a provision for shared parking, which allows utilizing a parking facility for more than one use. Shared parking can lessen the number of single occupancy drivers by decreasing the number of parking spaces required for office and retail space, which allows more space devoted to human-scaled uses. Conditions for shared parking should include agreements with property owners and parking management companies to allow shared parking within their garages, a convenient pedestrian connection between various properties and sufficient wayfinding to guide pedestrians toward their destinations.

### Identified Parking Policy Priority Gaps

The City is planning to undertake a review of issues related to non-drive alone modes that could produce recommendations to best utilize existing parking facilities.

### **C. Potential Actions for the Jurisdiction to Eliminate Barriers**

The City will continue to work toward improved communication, coordination and advocacy of CTR site issues with the City's Transportation Department, King County Metro and Sound Transit. Strategies to address gaps and eliminate barriers are addressed in Section IV.

### D. Comprehensive Plan

The City of Bellevue's Comprehensive Plan goals and policies will support the City and individual CTR sites in meeting their targeted goals by 2011. This section summarizes the goals/policies within the various Comprehensive Elements that specifically guide CTR programs citywide.

#### Comprehensive Plan – Transportation Element

Bellevue's Comprehensive Plan recognizes that the city can take one of two paths to accommodating travel demand: Allocating funding into widening roads in an effort to maximize the convenience and speed of travel for single-occupant vehicles or design a transportation system that provides a variety of alternative travel modes, like transit, ridesharing, walking, and bicycling.

In recognition that it is neither possible nor desirable to build enough roadway improvements to keep pace with accelerating demand of travel by single-occupant vehicles, the City chose to take the second path and focused on reducing auto dependency. To make alternative mobility options more viable, the Comprehensive Plan's Transportation Element strengthens the linkage between planning for transportation and land use through the following sections described below.

#### *Transportation Element – Transportation and Land Use*

The City is working toward implementing a fully multi-modal transportation system that supports reducing the use of single-occupant vehicles by creating a land use pattern that allows for shorter vehicular trips and the use of alternative travel options.

#### *Transportation Element – Transportation Demand Management (TDM)*

The City aims to shift behavior away from excessive reliance on single-occupant vehicles through TDM regulations, marketing and service/facility improvements. Recognizing TDM programs cannot be implemented within a vacuum, the City actively works with other Eastside jurisdictions and transit providers in developing its TDM program.

#### *Transportation Element – Mobility Management*

This section recognizes the need to provide services and facilities that support all transportation modes and provide reasonable travel choices to maximize the people-carrying capacity of the roadway system.

#### *Transportation Element – Local and State Roadways*

In planning local roadways, the City is aware that the street system must support transit, high occupancy vehicles, and non-motorized transportation. State highways must provide mobility for commuters and freight. The City aims to improve mobility on state highways through a mix of travel options.

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### *Transportation Element – Local, Regional and High Capacity Transit*

To provide a transit system that is responsive to the needs of the community, the City supports close working partnerships with local/regional transit providers. Through these working partnerships the City aims to promote high performance transit connections with other regional urban centers, participate in regional transit planning efforts, and support the development of high capacity transit.

### *Transportation Element – Non-Motorized Travel*

To increase mobility choices, reduce reliance on motorized vehicles, improve air quality and provide convenient access to employment and activity centers, the City of Bellevue is motivated to create a well-connected non-motorized system that provides access to transit and other amenities.

### Comprehensive Plan – Environmental

The Environmental Element of the City's Comprehensive Plan provides an overall policy framework for protecting and improving Bellevue's natural environment. This element supports lessening air pollution through transportation demand management strategies.

### Comprehensive Plan – Land Use

The Land Use Element of the City's Comprehensive Plan addresses the general location and distribution of land uses within the city. This includes encouraging a mix of housing types, infrastructure development to support commercial development/renewal, and ensuring the presence of capital facilities plans to address the infrastructure needs for planned uses.

### Comprehensive Plan – Housing

Through the Comprehensive Plan's Housing section, the City is working toward maintaining the strength, vitality, and stability of single family and multifamily neighborhoods and promoting a variety of housing opportunities to meet the needs of all members of the community.

### Identified Comprehensive Plan Priority Gaps

1. The Transportation Demand Management component of the Comprehensive Plan does not include environmental considerations as one of the purposes for reducing the use of single-occupant vehicles.
2. The Land Use and The Transportation Element do not specifically encourage commercial uses to be in close proximity to offices and/or transit facilities.

For a list of Comprehensive Plan policies that support CTR goals, please see Appendix G.



### **E. Subarea Plans and Studies**

The City's Subarea Plans and studies also provide support that will help the City and individual CTR sites meet their targeted goals. This section summarizes the goals/policies that support CTR sites in each site area.

#### Southwest Bellevue and Wilburton Subarea Plans

The Wilburton Subarea Plan coincides with the 116<sup>th</sup> Avenue Corridor identified within this plan. Goals within this plan include improving pedestrian accessibility and attractiveness of commercial areas for Bellevue residents. Policies also encourage additional multi-family units be built in close proximity to the commercial district, which will allow for more affordable housing opportunities in Bellevue.

#### North Bellevue Subarea Plan

The goals within the subarea plan include policies improving street design to expedite the flow of traffic while protecting the safety of motorists, pedestrians and bicyclists, developing a coordinated system of public and private transportation modes. This sub-area plan also encourages an expanded supply of housing.

#### Bel-Red/Northup Subarea Plan

The Bel-Red Subarea Plan is being revised through the Bel-Red Corridor Planning Initiative. Through this initiative, the city has adopted 10 new principles to guide area redevelopment. Principles that will benefit CTR sites include creating an improved integration of land use and transportation visions that will help limit the number and frequency of drive-alone trips, developing a set of multi-modal transportation improvements to accommodate growth, and providing mobility to and within the corridor, including a mix of residential, retail and office developments, and accommodating High Capacity Transit to serve the area.

#### Factoria Subarea Plan and Factoria Area Transportation Study

This plan strives to create a well integrated, transit supportive, pedestrian oriented, mixed-use urban neighborhood in the area's commercial core, as well as increase housing opportunities in the commercial areas. This plan is supported by the 2005 Factoria Area Transportation Study, which makes recommendations regarding transit, pedestrian and mixed use developments that can achieve long term mobility and safety.

#### Eastgate Subarea Plan

Eastgate Subarea Plan goals and policies support developing more restaurants and services to serve local workers, improving safety for pedestrians, encouraging transit facility improvements, and creating additional multi-family housing.

### Crossroads and Overlake Subarea Plans

The policies within the Crossroads Subarea plan focus on maintaining residential stability, improving mobility for both pedestrians and motor vehicles, enhancing the economic vitality of Crossroads Shopping Center, and developing a strategy for community involvement to give residents and merchants a stronger voice in shaping Crossroads' future. The Overlake Subarea Plan recognizes Overlake as a vibrant commercial and residential area with a mix of activities and uses. Goals and policies encourage alternatives to single occupant vehicles, including bicycles, carpools and transit shuttles.

### Downtown Implementation Plan and Downtown Subarea Plan

The Downtown Implementation Plan Update envisions Downtown Bellevue to be a livable, memorable, economically viable, accessible urban center that serves as an urban hub for the Eastside. One of the main goals of this plan is for Downtown "To become the symbolic and functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure." The Subarea Plan policies recognize progress has been made toward a vital center of growth, however, understands challenges still face this area.

## **F. Transit and Pedestrian and Bicycle Transportation Facilities Plans**

### Bellevue Transit Plan

In June 2003, Bellevue adopted its Transit Plan, which guides the development of future transit service. Recommendations are based on a 10-Year Transit Vision of service improvements that will improve connections within Bellevue, between Bellevue and other communities. This plan also identifies a network of transit hubs located in the vicinity of activity areas, which will provide opportunities for transferring between various types of transit services.

### King County Metro Six Year Transit Development Plan

In September 2002, King County Metro adopted its Six-Year Transit Development Plan, which defines King County's public transportation development in 2002 through 2007. Investments focus on relieving congestion and improving mobility. The City is working closely with King County to successfully implement this plan.

### Pedestrian and Bicycle Transportation Facilities Plan

The purpose of this plan is to create a continuous, safety-oriented system of sidewalks, walkways, trails and bikeways that provide convenient access to schools, activity centers, transit routes, parks and other recreational opportunities. This plan was updated in 1999 and supplements the policies, project maps, and project lists from the original Pedestrian and Bicycle Plan, as well as updating the Transportation Element of the Comprehensive Plan. This plan gives highest priority to projects that address safety issues, provide access to activity centers, create links to transit and complete

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## I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

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connections between planned pedestrian or bicycle facilities or trails. These projects should be completed within the first half of the 30 year plan. Projects that do not fall within one of these categories are built as opportunities arise. In 2007, this plan will be updated through the City's Walk and Roll planning exercise.

### Identified Pedestrian and Bicycle Transportation Facilities Plan Priority Gaps

1. Advocate for the CTR site pedestrian and bicycle network needs through the development process of the new Walk and Roll Plan.

For a list of Subarea, Transit and Facility Plan policies that support CTR goals, please see Appendix G and H.

### **G. Plans for Adjacent Jurisdictions**

The City of Bellevue is adjacent to the following jurisdictions:

- Issaquah
- Kirkland
- Mercer Island
- Redmond
- Renton
- Seattle

Each of the jurisdictions listed above have CTR affected sites within their boundaries, established CTR programs and existing CTR ordinances. The overarching comprehensive plan goals and policies that support trip reduction in each of these cities include:

- Promoting mobility through the provision of travel choices
- Coordinating land use and transportation planning efforts
- Developing, supporting and enhancing local, regional, and high capacity transit
- Facilitating Transportation Demand Management programs
- Creating integrated and safe non-motorized transportation facilities/systems

These overarching goals and policies coincide with the goals and policies within the City of Bellevue's comprehensive plan. Due to differing political atmospheres amongst the jurisdictions, specific policies and methods aimed toward trip reduction are different. Nonetheless, these specific policies and methods are all sufficient to meet the overarching goals stated above, providing a solid foundation for a coordinated CTR program throughout the Eastside.

### Identified Priority Gaps

1. Continue coordination with adjacent jurisdictions to establish comprehensive policies that are aimed at fulfilling goals established by the CTR Law.

### H. Regional Plans

#### **Vision 2020**

The Puget Sound Regional Council (PSRC) serves as the Regional Planning Transportation Organization (RTPO) for King, Pierce, Snohomish and Kitsap counties. Through the Vision 2020 plan goals and policies, the PSRC works toward creating a long-range growth management, economic, and transportation strategy for the region. This strategy aims to develop diverse, economically, and environmentally healthy communities connected by a high-quality, multimodal transportation system. In light of the City of Bellevue's CTR plan, Vision 2020 supports local trip reduction through policies that:

- Optimize and management the use of transportation facilities and services
- Address traffic congestions and environmental objectives through managing transportation demand
- Focus transportation investments that support transit and pedestrian oriented land use patterns
- Expand transportation capacity to offer greater mobility options

Vision 2020 will be updated by a plan currently titled "Draft Vision 2040." This updated plan is scheduled for adoption in Spring 2008 and will help meet key regional objectives, such as strengthening the link behind land use and transportation, regional housing strategies and climate change.

For a list of specific Vision 2020 policies that support the City of Bellevue's CTR goals, please see Appendix I.

## II. and III. BASELINE, GOALS AND TARGETS

### A. City of Bellevue – Goals and Targets

The City of Bellevue will set an overall jurisdiction goal of a 10 percent reduction in drive-alone rates and 13 percent reduction in vehicle miles traveled (VMT) to CTR sites by 2011. Goals and targets were set using the 2005 CTR survey data as the planning base year value and the 2007 CTR survey data as the operational base year value.

**Figure II & III-1: Reduction in Single Occupancy Vehicle Rates**

Planning Base Year Value (using 2005 survey data)	Operational Goal Established in CTR plan	Planning Target (using 2005 survey data)	Operational Base Year Value (using 2007 survey data)	Operational Target (based on goal established in CTR plan) (using 2007 survey data)
67.3% Drive-Alone Rate*	10% Reduction	60.6% Drive-Alone Rate*	65.3% Drive Alone Rate*	58.7% Drive Alone Rate*

\* This rate is based on survey data collected from all employees that commute to CTR Sites. It does not include survey data for newly affected sites and sites that have recently relocated within Bellevue. The Operational Target will be updated every two years when new survey data becomes available.

**Figure II & III - 2: Reduction in Vehicle Miles Traveled**

Planning Base Year Value (using 2005 survey data)	Operational Goal Established in CTR plan	Planning Target (using 2005 survey data)	Operational Base Year Value (using 2007 survey data)	Operational Target (based on goal established in CTR plan) (using 2007 survey data)
10.99 Miles*	13% Reduction	9.56 Miles*	10.60 Miles*	9.3 Miles*

\* This rate is based on survey data collected from all employees that commute to CTR Sites. It does not include survey data for newly affected sites and sites that have recently relocated within Bellevue. The Operational Target will be updated every two years when new survey data becomes available.

### B. Major Employers – Goals and Targets

The City of Bellevue used available data from the 2005 and 2007 CTR survey cycles to create drive-alone and VMT baselines for each CTR affected site. Sites using 2005 data are identified in the chart below by an asterisk (\*). The CTR law establishes a target rate for each CTR affected site, which is a 10 percent

## II. and III. BASELINE, GOALS AND TARGETS

reduction of their drive-alone rate and a 13 percent reduction of the VMT traveled to the site. Sites should make a good faith effort to meet these goals by 2011.

Thirteen of the 61 CTR sites citywide do not have 2005 or 2007 survey data because they are newly affected or recently moved their site. These sites were given base year zone values, which were established by the state in 1992, for their baseline drive-alone rate and VMT. The base year zone value for sites within Downtown Bellevue is 81 percent drive-alone and 9.2 VMT. The base year zone value for sites outside of Downtown Bellevue is 85 percent drive-alone and 9.3 VMT. Sites should make a good faith effort to reduce these baseline values until updated CTR survey data is available. Newly affected CTR sites and CTR sites that recently moved are identified in the chart below by two asterisks (\*\*).

**Figure II & III-3: Employer Goals and Targets**

Employer	2005/2007 Drive Alone Rate	Drive Alone Goal	2011 Drive Alone Target	2011 VMT	VMT Goal	2011 Target VMT
AAA Washington*	70.3%	10.0% reduction	63.2%	13.4 miles per employee	13.0% reduction	11.6 miles per employee
Allied Waste**	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
Alltell*	69.6%	10.0% reduction	62.6 %	11.5 miles per employee	13.0% reduction	9.9 miles per employee
Captaris, Bellevue	71.2%	10.0% reduction	64.1%	9.9 miles per employee	13.0% reduction	8.6 miles per employee
CH2M Hill	55.7%	10.0% reduction	50.2%	7.9 miles per employee	13.0% reduction	6.9 miles per employee
ChemPoint**	81.0%	10.0% reduction	72.9%	9.2 miles per employee	13.0% reduction	8.0 miles per employee
City of Bellevue – Bellevue Service Center	40.3%	10.0% reduction	36.3%	11.1 miles per employee	13.0% reduction	9.6 miles per employee
City of Bellevue – City Hall*	46.0%	10.0% reduction	41.4%	11.5 miles per employee	13.0% reduction	10.0 miles per employee
City University	74.0%	10.0% reduction	66.6%	12.1 miles per employee	13.0% reduction	10.6 miles per employee
Clark Nuber*	74.4%	10.0% reduction	67.0%	11.2 miles per employee	13.0% reduction	9.7 miles per employee
Coca-Cola Bottling Co of WA*	86.0%	10.0% reduction	77.4%	14.8 miles per employee	13.0% reduction	12.9 miles per employee

## II. and III. BASELINE, GOALS AND TARGETS

Employer	2005/2007 Drive Alone Rate	Drive Alone Goal	2011 Drive Alone Target	2011 VMT	VMT Goal	2011 Target VMT
<b>Coinstar</b>	84.9%	10.0% reduction	76.4%	15.6 miles per employee	13.0% reduction	13.6 miles per employee
<b>Drugstore.com</b>	58.5%	10.0% reduction	52.6%	11.0 miles per employee	13.0% reduction	9.6 miles per employee
<b>Excell Data*</b>	87.4 %	10.0% reduction	78.7%	12.9 miles per employee	13.0% reduction	11.2 miles per employee
<b>Expedia.com*</b>	75.7 %	10.0% reduction	68.1 %	10.6 miles per employee	13.0% reduction	9.1 miles per employee
<b>First Mutual Bank, Inc.*</b>	33.6%	10.0% reduction	30.2 %	6.7 miles per employee	13.0% reduction	5.9 miles per employee
<b>GE Commercial Finance</b>	51.5%	10.0% reduction	46.4%	8.5 miles per employee	13.0% reduction	7.4 miles per employee
<b>Healthcare Management Administrators**</b>	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
<b>HDR Engineering</b>	30.8%	10.0% reduction	27.7%	5.7 miles per employee	13.0% reduction	5.0 miles per employee
<b>Hewlett Packard</b>	49.3%	10.0% reduction	44.3%	9.2 miles per employee	13.0% reduction	8.0 miles per employee
<b>HNTB Corporation</b>	49.8%	10.0% reduction	44.8%	7.2 miles per employee	13.0% reduction	6.3 miles per employee
<b>HTC America, Inc.**</b>	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
<b>IKON, Inc.**</b>	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
<b>Infospace, Inc.*</b>	78.3%	10.0% reduction	70.5 %	10.9 miles per employee	13.0% reduction	9.5 miles per employee
<b>Key Bank of Washington</b>	47.5%	10.0% reduction	42.8%	8.2 miles per employee	13.0% reduction	7.1 miles per employee
<b>Lexis Nexus**</b>	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
<b>Microsoft – CEE</b>	74.0%	10.0% reduction	66.6%	9.3 miles per employee	13.0% reduction	8.1 miles per employee

## II. and III. BASELINE, GOALS AND TARGETS

Employer	2005/2007 Drive Alone Rate	Drive Alone Goal	2011 Drive Alone Target	2011 VMT	VMT Goal	2011 Target VMT
Microsoft – Liberty	76.1%	10.0% reduction	68.4%	14.3 miles per employee	13.0% reduction	12.4 miles per employee
Mulvanny G2 Architects	73.0%	10.0% reduction	65.7%	11.2 miles per employee	13.0% reduction	9.7 miles per employee
Nordstrom, Store 4	77.9%	10.0% reduction	70.2%	10.3 miles per employee	13.0% reduction	9.0 miles per employee
Onyx Software – Bellevue CBD*	70.7 %	10.0% reduction	63.6%	10.2 miles per employee	13.0% reduction	8.8 miles per employee
Oracle Corporation Bellevue**	81.0%	10.0% reduction	72.9%	9.2 miles per employee	13.0% reduction	8.0 miles per employee
Orrtax Software	78.9%	10.0% reduction	71.0%	16.0 miles per employee	13.0% reduction	13.9 miles per employee
Overlake Hospital Medical Center	73.5%	10.0% reduction	66.2%	11.3 miles per employee	13.0% reduction	9.9 miles per employee
Overlake Hospital Medical Center – Hines Building*	77.3%	10.0% reduction	69.6%	12.9 miles per employee	13.0% reduction	11.2 miles per employee
Paccar, Inc.	63.4%	10.0% reduction	57.0%	10.0 miles per employee	13.0% reduction	8.7 miles per employee
Parametrix, Inc. Bellevue*	53.0%	10.0% reduction	47.7%	9.2 miles per employee	13.0% reduction	8.0 miles per employee
Parker, Smith and Feek, Inc.*	50.0%	10.0% reduction	45.0%	8.5 miles per employee	13.0% reduction	7.4 miles per employee
Printed Circuits Assembly Corp.	60.8 %	10.0% reduction	54.7%	7.96 miles per employee	13.0% reduction	6.92 miles per employee
Pro Sports Club**	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
Puget Sound Energy – General Office	66.2%	10.0% reduction	59.6%	10.6 miles per employee	13.0% reduction	9.2 miles per employee
Quadrant Homes**	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
Safeway Stores, Inc.	75.0%	10.0% reduction	67.5%	16.2 miles per employee	13.0% reduction	14.1 miles per employee
Savers, Inc.*	88.3%	10.0% reduction	79.5 %	12.7 miles per employee	13.0% reduction	11.1 miles per employee



## II. and III. BASELINE, GOALS AND TARGETS

Employer	2005/2007 Drive Alone Rate	Drive Alone Goal	2011 Drive Alone Target	2011 VMT	VMT Goal	2011 Target VMT
ShareBuilder Corporation**	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee
State of Washington – Bellevue Community College*	68.7%	10.0% reduction	61.9%	11.2 miles per employee	13.0% reduction	9.7 miles per employee
State of Washington – Department of Ecology	60.2%	10.0% reduction	54.2%	9.7 miles per employee	13.0% reduction	8.5 miles per employee
State of Washington – DSHS: Bellevue CSO*	83.1%	10.0% reduction	74.8%	10.7 miles per employee	13.0% reduction	9.3 miles per employee
SumTotal Systems, Inc. *	81.0%	10.0% reduction	72.9%	11.9 miles per employee	13.0% reduction	10.3 miles per employee
Symetra Financial	43.4%	10.0% reduction	39.1%	7.6 miles per employee	13.0% reduction	6.6 miles per employee
T-Mobile USA, Inc., Field Services*	68.2%	10.0% reduction	61.4%	11.6 miles per employee	13.0% reduction	10.1 miles per employee
T-Mobile USA, Inc. Newport Tower*	78.1%	10.0% reduction	70.3%	11.6 miles per employee	13.0% reduction	10.1 miles per employee
The Boeing Company, Bellevue Data Center	53.1%	10.0% reduction	47.8%	10.0 miles per employee	13.0% reduction	8.7 miles per employee
Unigard Insurance	71.4%	10.0% reduction	64.3%	11.2 miles per employee	13.0% reduction	9.7 miles per employee
US Bank of Washington, Bellevue	61.6%	10.0% reduction	55.4%	9.7 miles per employee	13.0% reduction	8.5 miles per employee
Verizon – All Buildings	70.5%	10.0% reduction	63.5%	15.1 miles per employee	13.0% reduction	13.2 miles per employee
Waggner Edstrom	82.2%	10.0% reduction	73.9%	9.7 miles per employee	13.0% reduction	8.4 miles per employee
Washington Mutual, Inc. –Bellevue Eastgate*	78.1%	10.0% reduction	70.3%	16.1 miles per employee	13.0% reduction	14.0 miles per employee
Whole Foods*	64.7%	10.0% reduction	58.2%	9.5 miles per employee	13.0% reduction	8.2 miles per employee
Wyndham Vacation Ownership NW Region*	77.3%	10.0% reduction	69.6 %	14.0 miles per employee	13.0% reduction	12.2 miles per employee
Zango*	85.0%	10.0% reduction	76.5%	9.3 miles per employee	13.0% reduction	8.1 miles per employee

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## II. and III. BASELINE, GOALS AND TARGETS

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### Projected Benefits Gained by Meeting Targeted Drive Alone and VMT Reduction Goals

City of Bellevue staff analyzed 2005 CTR survey results, the number of employees per site commuting from 6 a.m. to 9 a.m. and forecasted employment growth from 2008 through 2011 for each CTR area to estimate the number of single occupancy vehicle trips and vehicle miles traveled lowered citywide if the targeted goals above were met.

According to this analysis, if all of the CTR sites met their target goal of a 10% reduction of their 2005 drive-alone rate, there will be an estimated 2,509 additional non-drive-alone commuters on local and regional roadways during the peak morning commute by the end of 2011. If all CTR sites met their targeted goal of a 13% reduction in VMT, 136,652 vehicle miles traveled will be also be removed during the peak morning commute by the end of 2011. These results will help to lower congestion on both local and regional roadways, as well as potentially reduce the consumption of 6,833 gallons of fuel and eliminate approximately 66 tons of carbon emissions over four years.

The City recognizes that the recommended strategies in this plan, as described in the next section, will be offered to all employees, not just those traveling between 6 and 9 a.m. With that in mind, an estimated 670 additional non-drive-alone commuters and an additional 44,989 miles traveled are estimated to be removed from local and regional roadways. These estimates would potentially reduce the consumption of 2,250 gallons of fuel and eliminate approximately 22 additional tons of carbon emissions.

Regionally, the number of vehicles passing through other cities to reach Bellevue on regional roadways will also decrease if the drive-alone and VMT reduction goals are met. Using Downtown Bellevue and Eastgate as examples, the number of trips reduced from each area, based on the percentage breakdown of area trip origins forecasted for 2012, is the following:

**Figure II & III-4: Daily Trips Traveling into Downtown Bellevue**

<b>Trip Origin</b>	<b>% of Total Forecasted Daily Trips in 2012</b>	<b>Number of Drive Alone Vehicle Trips Reduced By 2011</b>	<b>Regional Roadways Benefiting from CTR Efforts</b>
<b>North</b> Kirkland, North King County and Snohomish County	45.9%	468	I-405, I-5
<b>East –</b> Redmond, Sammamish and Issaquah	16%	163	SR 520, I-90, I-405

## II. and III. BASELINE, GOALS AND TARGETS

<b>Trip Origin</b>	<b>% of Total Forecasted Daily Trips in 2012</b>	<b>Number of Drive Alone Vehicle Trips Reduced By 2011</b>	<b>Regional Roadways Benefiting from CTR Efforts</b>
<b>South</b> Renton, South King County and Pierce County	22.2%	227	I-405, I-5, SR 167
<b>West</b> Seattle	15.9%	162	I-90, SR 520
<b>Total</b>	100%	1021	

**Figure II & III-5: Daily Trips Traveling into Eastgate**

<b>Trip Origin</b>	<b>% of Total Forecasted Daily Trips in 2012</b>	<b>Number of Vehicle Trips Reduced By 2011</b>	<b>Regional Roadways Benefiting from CTR Efforts</b>
<b>North</b> Kirkland, North King County and Snohomish County	14.4%	129	I-405, I-5
<b>East</b> Redmond, Sammamish and Issaquah	18.3%	165	SR 520, I-90
<b>South</b> Renton, South King County and Pierce County	4.8%	43	I-405, I-5, SR 167
<b>West -Seattle</b>	62.5%	536	I-90, SR 520
<b>Total</b>	100%	901	

For information regarding the methodology used to obtain these estimates, please see Appendix J.

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## IV. DESCRIPTION OF PLANNED SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

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The City of Bellevue proposes to implement the following elements as part of the Commute Trip Reduction plan. Implementation of the elements will be in partnership and coordination with other agencies. Listed below are the following planned local services and strategies for achieving the established goals and targets for 2011.

### **A. Policies and Regulations**

The City of Bellevue has identified the following policies and regulations for which proposed updates may be recommended to help reduce drive alone trips and vehicles miles traveled. The proposed changes and their scheduled adoption date are listed below.

#### Comprehensive Plan Policies

The majority of the City's Comprehensive Plan policies support the goals outlined in the CTR law. However, minor changes can be made to further support the work outlined in this plan. These minor changes include connecting the CTR policy language in the Transportation Element to the policies within the Environmental Element and developing a policy within the Land Use Element or Transportation Element that encourages more commercial development near major office centers and transit hubs.

The City will work with other jurisdictions to coordinate the development of future comprehensive plan goals and policies that fulfill the goals of the CTR law.

#### Land Use Code Regulations

The City of Bellevue will be re-examining the density bonus scheme for development within Downtown Bellevue, which can be updated to encourage developers to include lockers and showers within new downtown buildings. Furthermore, the City will also investigate updating their requirements for bicycle parking.

The Planning and Community Development group will also be integrating RCW 84.14 into the land use regulations. This law allows the city to waive certain tax requirements if a multi-family housing development includes affordable units. Encouraging more affordable, workforce housing can provide opportunities for employees at CTR sites to live closer to the worksite.

Prior to recommending any changes to the land use code in regards to parking regulations, the city needs a better understanding of the parking situation throughout the city. To gain this understanding the city will conduct a parking inventory in late 2007. This inventory will focus on two issues: (a) the current degree of commuter parking supply in relation to demand; and (b) whether and

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## IV. DESCRIPTION OF PLANNED SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

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how the current parking management practices serve to deter non-drive-alone commuting.

As part of the GTEC plan, an inventory of parking issues will be conducted to make recommendations regarding parking management strategies in Downtown Bellevue. With increasing development within Bellevue, parking demand may increase beyond parking supply. Voluntary parking management strategies will become attractive to garage operators and building managers because they can help increase parking capacity without building additional parking stalls.

As part of this plan, the city will work with CTR affected employers to determine the amount of money they could save through offering their employees transit subsidies in lieu of free parking. This project would also include informational sessions regarding various transit subsidy options.

### Zoning Code Regulations

The City will not be advocating any zoning changes through this plan.

### Street Design Standards

The City of Bellevue, through its comprehensive plan, is incorporating urban design features throughout the city that support multi-modal travel. The Great Street Project is advancing the creation of an attractive pedestrian environment within Downtown Bellevue by establishing guidelines for pedestrian environment amenities. These guidelines, as implemented through future development and capital projects, will help make pedestrian travel more pleasant for employees at CTR sites in Downtown Bellevue.

### Concurrency Regulations

The City of Bellevue's Transportation Department annually assesses the transportation concurrency requirements established by the City's adopted Traffic Standards Code. This assessment updates information regarding land use developments and transportation conditions within the city. The primary objective is to provide a snapshot of the latest existing and concurrency transportation system level of service (LOS) findings to inform land use and transportation decision-making. In addition, the concurrency report is used to identify problem areas so that traffic mitigation options may be explored to effectively accommodate changing conditions.

## **B. Services and Facilities**

As part of its Capital Improvement Program, the City of Bellevue is planning the following improvements that can help reduce drive alone trips and vehicle miles traveled to CTR sites. In addition to these investments, the City is working with

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## IV. DESCRIPTION OF PLANNED SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

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King County Metro and Sound Transit to improve transit services and facilities. All of the improvements in this section are new to the City of Bellevue.

### High Occupancy Vehicle Lanes

The additional high occupancy vehicle (HOV) lanes being constructed through the WSDOT/Sound Transit I-90 HOV lane project, as described in Section I, are the only additional HOV lanes planned for the City of Bellevue between 2008 and 2011.

### Transit Service and Facilities

In addition to the transit service changes described in Section I, the City plans to further investigate possible enhancements to transit service and facilities serving CTR sites. The City will then advocate for these enhancements during future funding cycles, plan developments and service changes.

### Vanpool Services and Vehicles

King County Metro's Rideshare Operations Staff will promote ridesharing and implement incentive programs to encourage more efficient use of Park and Ride lots affected by the Bellevue and Renton segments of the I-405 Construction. They will also encourage Vanshare formations for commuters making connections at Transit Centers, Park & Rides or Sounder stations.

### Ride Matching Services

#### *Carpool Marketing Program*

King County Metro will be hosting a carpool marketing campaign where employees can earn monetary incentives when they form a carpool. This campaign may also include the promotion of real time ride matching and the use of trip calendars. The City will support this campaign by forwarding King County Metro's program information to each site.

#### *Rideshare Online Technical Changes*

The State of Washington is working to reformulate the Rideshare Online database system to make it more user friendly. The new Rideshare Online will also have features that can help implement trip reduction programs, such as commute calendars. Upon the completion of this project, city staff will work with the state to determine if the database's interface can be used to support the City's CTR marketing initiatives.

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## IV. DESCRIPTION OF PLANNED SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

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### Car Sharing Services

#### *Flexcar Awareness*

The City will work with Flexcar to increase awareness of the current car sharing services available to employees within Downtown Bellevue. Ideas for increasing awareness include providing better signage indicating car locations, as well as creating an interactive map of car locations that can be placed onto the City of Bellevue's TDM webpage.

#### *Flexcar Match*

Employers can work with Flexcar to provide their employees access to the Flexcar fleet so they can travel to meetings and run midday errands. However, this access costs employers \$1600 a month. This fee has prevented many companies from better utilizing Flexcar services. The City plans to encourage more sites to make better use of this service by providing assistance to match different employers so they can share the monthly fees. The City may offer a matching grant to a group of employers that need additional assistance paying for the monthly costs.

#### *New Flexcar Sites*

Work with Flexcar to identify additional car sites outside of Downtown Bellevue. Ideal locations would include Eastgate and Factoria due to a significant number of CTR sites located within these areas. Bellevue Community College, a CTR site, would also be an ideal Flexcar location because the large student population would use the Flexcar services.

### Bicycle and Sidewalk Facilities

#### *Advocate for CTR Site Needs*

Communicate the sidewalk and bicycle needs and gaps with city staff to determine potential solutions. Sites that will be addressed include those with moderate to poor pedestrian mobility and/or a lack of bicycle facility. Staff will advocate for these improvements to be included in the 2008 and 2010 CIP update cycles. The city will also investigate applying for Safe Routes to School grants to help build sidewalks for sites that are in close proximity to neighborhoods and schools.

#### *Educate Sites on Who To Call At the City Regarding Minor Sidewalk Repairs*

Produce a Frequently Asked Questions brochure that states who to contact at the City when there is a problem with sidewalks and/or bicycle facilities.

#### *Walk and Roll – Employee Transportation Coordinator Information Sessions and Review of Plan*

Walk and Roll planning staff may give a presentation regarding the Walk and Roll Pedestrian and Bicycle Plan at an upcoming ETC network meeting. This

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presentation would follow a time when ETCs can notify the planning staff of pedestrian/bicycle network deficiencies at their sites. When the plan is available for public review and comment, the ETCs will be asked to add their comments, as well as encourage other employees within their company to provide comments as well.

### **B. Employer Outreach – Marketing, Incentive and Educational Programs**

The City of Bellevue plans to implement the following marketing, incentive and educational programs that will help reduce drive alone trips and vehicle miles traveled. Programs are categorized by current programs that will continue as part of this plan and new programs that will be implemented by 2011. Descriptions are further broken down into programs that serve a specific CTR site and programs that serve all CTR sites citywide.

#### **Continuing Programs**

The City of Bellevue currently offers the following marketing, incentive and educational programs to CTR sites to help lessen their drive-alone rates and vehicle miles traveled. The City plans to continue their implementation until 2011.

#### **Continuing Programs Serving a Specific CTR Site**

##### ETC Trainings

King County Metro Transit provides ETC Trainings. Training topics include new ETC orientations and basic training regarding CTR program implementation, promoting alternative modes and facilitating the CTR survey. The City also offers full scholarships for registration costs for up to five ETCs to attend various TDM workshops held in Western Washington.

##### Mini Grant Program

The City of Bellevue plans to continue its Mini Grant Program throughout the time horizon of this plan. The Mini Grant Program allows ETCs to apply for grants of up to \$2,000 that can fund a site-specific event, incentive program or other activities that will improve the site's mode split. The grant program only funds activities that are above and beyond what the CTR site's program currently provides.

##### Special Events

Special events will be hosted at sites to promote the use of alternative transportation modes. For sites with little to no transit service, special events will be aimed at promoting increased use of rideshare services. For sites with sufficient transit service, events can promote the site's transit options and the



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benefits of using transit. Events at all sites can also promote FlexPass products and Rideshare Online. Furthermore, new CTR sites moving into Bellevue will have the opportunity to have a relocation event where King County Metro transit staff will be available to help employees plan their commute prior to the company moving into Bellevue.

### Preferential Parking

The City of Bellevue Transportation Management Program (TMP) requires preferential parking for carpools and vanpools in TMP affected buildings. Though these preferred parking stalls will not be reserved for the sole use of the CTR companies located in the TMP affected building, carpools and vanpools associated with the company can use these spots. Starting in 2007, the TMP ordinance compliance will be monitored, and the availability of preferential parking will be analyzed.

### Commute Options Brochures

The City of Bellevue, in partnership with King County Metro, has created a brochure template to promote a specific CTR site's commute benefits and options. The City will offer to print these brochures for companies when they have changes to their program, move into Bellevue or are newly affected sites.

### **Continuing Programs that Serve CTR Sites Citywide**

#### Wheel Options and Rideshare Online Promotions

The City of Bellevue plans to promote the Washington State Rideshare Organization's Wheel Options and Rideshare Online's promotions to all CTR sites. To promote these programs to their fullest potential, the City and King County Metro will give financial incentives and/or prizes to encourage additional employee participation.

#### Bike to Work Month Promotion

To increase the participation in regional Bike to Work Month activities at CTR sites, the City will provide additional incentives to teams and individuals who participate in this program. Incentives will coincide with the regional incentives and prizes offered to teams and individuals.

#### Employer Commute Stories

The City will gather stories from various companies regarding how their CTR programs have helped their employees choose an alternative commute. These stories will also highlight the use of various alternative transportation modes and

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innovative promotional events. The stories will be posted on the City's TDM web page to assist employers in further developing their CTR programs.

### Downtown In Motion

In spring 2008, the City will partner with King County Metro and TransManage to facilitate the Downtown In Motion Program. In Motion rewards residents who pledge to use alternative transportation twice a week in lieu of driving alone. Employees at CTR sites that live in Downtown Bellevue will qualify for this program.

### **New Programs**

The City of Bellevue plans to implement the following new marketing, incentive and educational programs to help reduce drive alone trips and vehicle miles traveled.

### **New Programs that Serve a Specific CTR Site**

#### Bellevue CTR Welcome Wagon

The Bellevue CTR Welcome Wagon will help CTR sites moving to Bellevue understand their commute options. When the site's new office location opens within Bellevue, each site will receive a welcome packet that has information, such as transit maps and walking maps, about how to use alternative modes to travel to/from/around Bellevue.

#### Employer Education: Introduction to Transportation Benefits and Options

Introduction to Transportation Benefits and Options sessions will provide employers the necessary knowledge of the various alternative transportation modes and benefits to create or enhance their on-site transportation program. These sessions can include general information regarding transit and ridesharing resources, bicycle/pedestrian benefits and non-commute modes, such as flexible work schedules and establishing telecommuting programs. Sessions may also provide an opportunity for employers to compare the costs of providing benefits that support using alternative commuting modes compared to providing benefits that may encourage single occupancy drivers, such as free parking.

#### You Can Live In Bellevue Seminars

"You Can Live in Bellevue Seminars" are housing workshops that will help employees better understand their housing options within Bellevue. Workshop topics can range from the cost savings associated with living closer to work to helping employees determine if they can afford to live in Bellevue. These

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seminars also can notify employees about new housing options available from 2008 - 2011.

### **New Programs that Serve CTR Sites Citywide**

#### Promotion of New HOV Lanes/Sound Transit Route 550

Once the new I-90 HOV lanes are completed in 2009, the Sound Transit 550 route will travel more expediently between Downtown Bellevue and Downtown Seattle. To encourage more ridership on this route, a transit route promotion targeted toward CTR sites will be implemented.

#### Promoting New Regional Park and Rides/Transit Centers

The Mercer Island Park and Ride and Issaquah Transit Center/Park and Ride will open between 2007 and 2009. Upon the opening of these transit facilities, the City will promote this viable transit option to employees at all CTR sites through emails directing them to information on the city's new TDM web page.

#### Informing CTR Sites of Transit Service Changes

King County Metro will be conducting major service changes within the Eastside in February 2008. The City of Bellevue plans to assist King County Metro in advertising the changed routes and improved service to CTR sites through posting information on the city's TDM web page.

#### CTR Service Advisory Group

The City of Bellevue will work in partnership with transit agencies to organize, discuss and learn about changes to transit systems, as well as to help employees utilize transit during peak construction periods. This group will allow the city to build closer relationships with larger employers and be able to gain their insight for future transit related projects.

#### Commute Club

Utilizing Bellevue's TDM website, the City will create a Commute Club program that encourages employees to choose an alternative commute on a regular basis by rewarding them for using the alternative modes. For those who have never tried an alternative commute can sign up for an introductory membership and will earn prizes by using an alternative mode at least twice a week. Those who are already using alternative modes will be encouraged to increase their usage to earn prizes. Prizes can be related to the person's specific mode.

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### Earth Week/Month Promotion – A Convenient Truth

As society becomes more interested in green movements and cleaner forms of travel, this promotion would build on that interest by educating employees at CTR sites about alternative transportation options, as well as encourage employees to try using an alternative during the month of April. Information will be given to interested parties and environmentally friendly prizes will be given to employees who try an alternative mode of transportation.

### Employer Recognition Program

The City will develop a recognition program to honor the CTR sites for exemplary efforts in developing and promoting their work site commuter program. This recognition program would be similar to the Federal Environmental Protection Agency's Best Work Place for Commuters, but will be specifically tailored toward Bellevue companies. Employers will be recognized with an award plaque to display in their office.

### Marketing Campaign – Ongoing Communications of the New Bellevue TDM Website

The City's new TDM website, [chooseyourwaybellevue.org](http://chooseyourwaybellevue.org), will be the portal for information regarding all alternative travel modes and goes live in October 2007. The City will work with CTR sites to ensure they advertise this web page on their transportation boards and/or transportation website. The City will also encourage ETCs to send employees monthly emails promoting the usage of this resource.

### Area FlexPass Mailing/Promotion and Discount

The City will promote Area FlexPass program in Downtown Bellevue to increase sales and transit/HOV ridership through quarterly mailings, promotion at existing events, and city web integration. This promotion will also offer employers a discount on new Flexpass contracts.

### Housing Cost Calculator

The Housing Cost Calculator can help employees determine the costs of living far distances from work and weigh the costs against the benefits of living closer to work. The Housing Cost Calculator can be placed on the city's new TDM website and promoted at the You Can Live In Bellevue seminars.

### Employer Newsletters

These newsletters will include information to generate interest in the use of alternative modes. Information could include transit rider alerts, promotion of

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alternative transportation options/programs, walking and transit maps, etc. The newsletters will be distributed to the CTR sites electronically via email.

### **D. Special Programs for Mitigation of Construction Activities**

The City of Bellevue is planning for a number of construction projects that are expected to impact the transportation system. Major construction projects include the following:

- I-90 HOV Lanes
- I-405 Adding Lanes Between SE 8<sup>th</sup> and 112<sup>th</sup> Ave SE
- I-405 and 520 – Braided Intersection
- NE 10<sup>th</sup> Connector

TransManage is working with City project managers, King County Metro and WSDOT to determine amount of funding and what approach to take regarding mitigation. The following programs/promotions during the construction periods will be offered by King County Metro:

1. Neighborhood In Motion programs within three locations between Downtown Bellevue and Renton.
2. Area FlexPass Campaign/Promotions
3. Promotion of alternative transportation modes to employees within the Downtown Bellevue hospitality industries.
4. Carpool Incentive Promotions - a rewards program for newly formed carpools

As part of this plan, the city will work with King County Metro to ensure these programs/promotions help lessen the number of drive-alone commuters traveling into Bellevue.

### **Battle of the Sites**

During construction periods with the potential to cause the most impact, CTR employers will be invited to compete against each other to see which site can lower its drive-alone rate the most. To ensure fairness, the companies within downtown will only compete with companies in downtown and vice versa. The winning site will receive a reward and can be featured within our Bellevue City Newsletter. If this program is successful, it can be reproduced each year to encourage additional use of alternative modes.

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### CTR Implementation Plan

The City of Bellevue has identified the following schedule for implementing the CTR program strategies and services. The agency responsible for implementing the strategy or service is also listed.

**Figure IV-1: CTR Implementation Schedule**

Program Strategy or Service	Agency Responsible	2008	2009	2010	2011
<b>Policies and Regulations</b>					
Comprehensive Plan Amendments	City of Bellevue		X	X	
CTR Program Facilitation	City of Bellevue & King County Metro	X	X	X	X
<b>Services and Facilities</b>					
CTR Advisory Committee	City of Bellevue & King County Metro	X	X	X	X
Flexcar Employer Match Program and Negotiation of New Cars	Flexcar and City of Bellevue	X		X	
Flexcar Awareness	Flexcar & City of Bellevue		X		X
Negotiation of New Flexcar Sites	Flexcar & City of Bellevue	X	X	X	X
Advocate for CTR Sidewalk/Bicycle Projects	City of Bellevue	X	X	X	X
Create Frequently Asked Question Brochure Regarding City Facilities	City of Bellevue	X			
Continuing Transit Service	King County Metro & Sound Transit	X	X	X	X
Continuing Rideshare Services	King County Metro	X	X	X	X
CIP Projects	City of Bellevue	X	X	X	X
<b>Marketing, Incentive and Education Programs</b>					
Promotion of HOV Lanes/ST 550	City of Bellevue and Sound Transit		X		

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Program Strategy or Service	Agency Responsible	2008	2009	2010	2011
<b>Marketing, Incentive and Education Programs con't.</b>					
Park and Ride Promotions	City of Bellevue and Sound Transit	X	X		
Service Change Update	King County Metro	X			
Commute Club	City of Bellevue			X	X
Earth Week/Month Promotion	City of Bellevue	X	X	X	X
Mini Grant Program	City of Bellevue	X	X	X	X
Special Events	City of Bellevue and King County Metro	X	X	X	X
Employer Recognition Program	City of Bellevue and TransManage	X	X	X	X
Ongoing Communications of TDM Website	City of Bellevue	X	X	X	X
Bellevue CTR Welcome Wagon	City of Bellevue, King County Metro and TransManage	X	X	X	X
Wheel Options/Rideshare Online Promotions	King County Metro	X	X	X	X
Bike to Work Month Promotions	King County Metro	X	X	X	X
Area Flexpass Promotions	City of Bellevue and King County Metro	X	X	X	X
Area FlexPass Discounts	City of Bellevue and King County Metro	X			
Employer Education	City of Bellevue and King County Metro	X	X	X	X
Housing Seminars	City of Bellevue		X	X	X
Development of Housing Calculator	City of Bellevue		X		
Commute Options Brochures	City of Bellevue and King County Metro	X	X	X	X

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Program Strategy or Service	Agency Responsible	2008	2009	2010	2011
<b>Marketing, Incentive and Education Programs con't.</b>					
Downtown In Motion Program	City of Bellevue, King County Metro and TransManage	X			
Employer Commute Stories	City of Bellevue	X			
Employer Newsletters	City of Bellevue	X	X	X	X
<b>Construction Mitigation Programs</b>					
Area FlexPass Campaign	King County Metro	X			
In Motion Programs	King County Metro	X			
Hospitality Outreach	King County Metro	X			
Carpool Promotion	King County Metro	X			
Battle of the Sites	City of Bellevue, King County Metro			X	X



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## V. REQUIREMENTS FOR MAJOR EMPLOYERS

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The purpose of this section is to describe the City of Bellevue's required contributions from major employers. The State of Washington's Commute Trip Reduction (CTR) law (RCW 70.94.521-555) and Bellevue City Code 14.40.070 and 14.40.090 specifies that major employers are required to provide the following four elements as part of their CTR programs.

**Figure V-1: Requirements for Major Employers**

Required Element	Description
Designate Employee Transportation Coordinator	The Employee Transportation Coordinator is the point of contact between the employer and its workforce to implement, promote and administer the organization's CTR program. He/she is also the point of contact between the employer and the local jurisdiction to track the employer's progress in meeting CTR requirements.
Regular Distribution of Information to Employees	Information about commute alternatives will be distributed regularly to employees. Examples of information that will be distributed will include: <ul style="list-style-type: none"><li>• Description of the employer's commute options program</li><li>• Transit system maps and schedules</li><li>• Vanpool rider alerts</li><li>• Weekly traffic alerts</li><li>• Wheel Options campaign promotional materials</li></ul>
Regular Review of Employee Commuting and Reporting Program Progress	The employer is required to complete the Employer Annual Report and Program Description Form and submit to the local jurisdiction. On an annual basis, the employer shall conduct a program evaluation to determine worksite progress toward meeting the CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) to achieve at least a 70 percent response rate.

## V. REQUIREMENTS FOR MAJOR EMPLOYERS

Required Element con't.	Description con't.
Implementation of a Site Specific Transportation Program	<p>The employer is required to implement a site specific transportation program designed to increase the percentage of employees using the following modes:</p> <ul style="list-style-type: none"> <li>• Transit</li> <li>• Vanpool</li> <li>• Carpool</li> <li>• Bicycle or walking</li> <li>• Telework</li> <li>• Other non-single occupant vehicle modes</li> </ul> <p>Program elements to reduce drive alone trips and vehicle miles traveled include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Provision of preferential parking or reduced parking charges for high occupancy vehicles</li> <li>• Instituting or increasing parking charges for single-occupant vehicles</li> <li>• Provision of commuter ride matching services</li> <li>• Provision of subsidies for transit fares</li> <li>• Provisions of vans for vanpools</li> <li>• Provisions of subsidies for carpooling or vanpooling</li> <li>• Permitting the use of the employer's vehicles for carpooling or vanpooling</li> <li>• Permitting flexible work schedules</li> <li>• Cooperation with transportation providers to provide additional regular or express service to the worksite</li> <li>• Construction of special loading and unloading facilities for transit, carpool, and vanpool users</li> <li>• Provision of bicycle parking facilities, lockers, changing areas, and showers</li> <li>• Provision of a program for parking incentives such as a rebate for employees who do not use the parking facility</li> <li>• Establishment of a program to permit employees to work part or full time at home or at an alternative worksite closer to their homes</li> <li>• Establishment of a program of alternative work schedules such as compressed work week schedules</li> </ul>

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## V. REQUIREMENTS FOR MAJOR EMPLOYERS

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<b>Required Element con't.</b>	<b>Description con't.</b>
	<ul style="list-style-type: none"><li data-bbox="609 275 1404 415">• Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care facilities and emergency taxi services</li><li data-bbox="609 457 1360 674">• Employers or owners of worksites may form or utilize an existing transportation management association or other transportation-related associations by RCW 35.87A.010 to assist members in developing and implementing commute trip reduction programs</li></ul>

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## VI. DOCUMENTATION OF CONSULTATION

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This section describes the consultation process that was used to develop the City of Bellevue's Commute Trip Reduction plan. The plan was developed in consultation with the following organizations and individuals:

### A. Local or County Jurisdiction

#### **Department of Planning and Community Development**

**Contact:** Paul Ingrham, Janet Lewine and Diana Canzoneri

**Issues:** Discussed comprehensive plan policies, planned land use changes, employment forecasts, and affordable housing policies and plans.

#### **Transportation Department**

**Contact:** Judy Clark and Vangie Parico

**Issues:** Obtained land use data for 2007 and land use forecasts for 2011. Also discussed funding cycles for sidewalk projects.

**Contact:** CTR Transportation Advisory Committee

**Issues:** Discussed potential strategies to include in the CTR plan, as well as funding and implementation timing of the potential strategies.

#### **Transportation Department - Financial Services**

**Contact:** Christina Erickson

**Issues:** Discussed CTR Grant and City Operating funding matters throughout the planning process.

#### **Transportation Commission**

**Contact:** Kevin McDonald - Senior Transportation Coordinator

**Issues:** Presented an overview of the CTR planning process, CTR plan goals and program recommendations. The Transportation Commission provided insight and critique regarding the plan's policy and program recommendations.

#### **Bellevue City Council**

**Contact:** Paul Bader – Council Coordinator

**Issues:** Presented an overview of the CTR planning process, CTR plan goals and program recommendations. The City council provided comment regarding the plan's policy and program recommendations.

#### **WSDOT**

**Contact:** Keith Cotton and Ed Hillsman - WSDOT Staff

**Issues:** Discussed questions regarding CTR Plan requirements, including employer outreach, survey data, requesting place of origin data and discussing measurement guidelines.

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## VI. DOCUMENTATION OF CONSULTATION

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### **Regional Planning Organization**

**Contact:** Lindy Johnson - PSRC Staff

**Issues:** City staff attended CTR Technical Advisory Group meetings to provide insight and learn more about the Puget Sound Regional Council's Regional CTR planning processes.

### **Neighboring Local Jurisdictions**

**Contact:** Mary Joe DeBeck – City of Issaquah  
Christen Leeson – City of Issaquah  
Thang Nguyen – City of Kirkland  
Debbie Jaksich – Representative for City of Mercer Island  
Gloria Newby – City of Redmond  
Nate Jones – City of Renton  
Dave Hollar – Representative for City of Woodinville

**Issues:** The City of Bellevue organized a meeting where representatives from the Eastside Jurisdictions met to coordinate CTR and GTEC planning processes. Topics discussed included summaries of each plan, employer outreach, working with multi-jurisdictional sites, setting targeted goals, incentive programs, program finances and presenting information within the plan.

### **Major Employers**

**Contact:** CTR Site CEOs, Program Managers and Employee Transportation Coordinators

**Issues:** The City of Bellevue conducted two meetings to gain insight from employee transportation coordinators. The first meeting introduced the changes in CTR law and included a discussion about barriers preventing sites from making their targeted goals. The second meeting included a discussion about which strategies would help lessen the barriers identified in the first meeting.

The City of Bellevue also surveyed company CEOs and Program Managers to gain insight regarding enhancing the City's CTR program. Please see Appendix K for more information regarding the CEO and Program Manager Survey questions and results.

## VI. DOCUMENTATION OF CONSULTATION

### Transit Agencies

**Contact:** Debbie Jaksich – King County Metro Commute Trip Reduction Service Group  
 Clare Cronin – King County Metro Rideshare Services  
 David Stallings – King County Metro Market Development  
 Jack Whizner – King County Metro Service Planning  
 David Lantry - King County Metro Commute Trip Reduction Service Group  
 Susan Whitmore - King County Metro Commute Trip Reduction Service Group

**Issues:** Information about current programs/services, service implementation plans for 2008 Service change, brainstorming of various incentive programs, data support, information regarding I-405 Construction Mitigation funding.

Organization/Party	Meeting Date	Contact Person
City of Issaquah	April 30, 2007	MaryJoe deBeck and Christen Leeson
City of Kirkland	April 30, 2007	Thang Nguyen
City of Mercer Island	April 30, 2007	Debbie Jaksich
City of Renton	April 30, 2007	Nate Jones
City of Redmond	April 30, 2007	Gloria Newby
City of Woodinville	April 30, 2007	Dave Hollar
Employee Transportation Coordinators	March 13, 2007 and April 18, 2007	Debbie Jaksich and Paulo Nunes-Oeno
King County Metro	January – July 2007	Debbie Jaksich
PSRC Technical Advisory Group Meetings	September 27, 2006 December 19, 2006 February 20, 2007 March 20, 2007 May 15, 2007	Lindy Johnson
King County Coordinating Meetings	February 13, 2007 May 21, 2007	Kathy Anderson
CTR Transportation Advisory Committee	April 25, 2007 May 24, 2007	Stephanie Parkins

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## VII. A SUSTAINABLE FINANCIAL PLAN

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The City of Bellevue has prepared a financial analysis to identify revenues and expenses that are associated with the City of Bellevue's Commute Trip Reduction Plan. The following is a description of the available funding sources that the city may use to implement its CTR Plan. After identifying the available funding sources, the city has identified the program expenses, which include program administration, training, employer assistance, policy and regulation development, promotional activities, transit and ridesharing services, and implementation of supporting facilities.

### **A. Funding Sources**

#### WSDOT CTR Grant

The City of Bellevue has implemented and enhanced its current CTR program through the use of WSDOT CTR grants. The statewide CTR Board is responsible for distributing the CTR grant funds. When determining 2008 -2011 grant fund allocations, the CTR Board first recommended \$1,651 CTR grant dollars be allocated to each CTR site. This allocation is a 18% decrease from Bellevue's current per site funding levels. The City of Bellevue, along with other jurisdictions in King County, communicated concern regarding this decrease in funding. Based on these concerns, the CTR Board is reinvestigating their first grant allocation recommendation and will provide the current funding levels for fiscal year 2008. For planning purposes, the City of Bellevue has estimated a 10% decrease in current annual CTR Grant funding for 2009 – 2011. When the CTR Board announces the final per site grant funding allocations for 2009 -2011, City staff will update this plan accordingly.

#### Local Jurisdiction Operating Funds and Capital Investment Program (CIP) Funds

The City of Bellevue's Transportation resources include funds from the CIP. Bellevue's CIP funds are typically earmarked for road improvements, intersection improvements, bicycle and sidewalk facilities, and ITS equipment. Presently, the City's Transportation Demand Management program is funded in part through CIP (Plan No. PW-R-87). The city plans to advocate various sidewalk and bicycle projects that will benefit CTR sites be added to the CIP update cycles in 2008 and 2010.

#### Employer Contributions

This plan assumes that the employer will provide the same level of funding for their CTR Program from 2008 to 2011 as they have been in 2007. These funds are not listed in the financial table below because they are not above and beyond what the site's current programs currently offer.

#### Transit Now Partnership

The City of Bellevue is applying for a Transit Now matching grant to fund additional transit service for Downtown Bellevue. Due to this service operating in Downtown Bellevue, which is our designated GTEC area, this funding will be

## VII. A SUSTAINABLE FINANCIAL PLAN

highlighted within the CTR Plan Leverage Benefits From GTEC column of the financial table.

### Construction Mitigation TDM Funds

King County Metro is working with WSDOT to allocate funds toward lessening the number of drive alone trips during major I-405 construction projects. Funds will pay for both the activities listed in Section VI, as well as the marketing of these activities to CTR sites.

### CTR Leverage Benefits From GTEC Plan

This plan also takes into consideration the leveraging benefits from the City of Bellevue's GTEC plan. Though funding sources that are anticipated to fund the GTEC plan will not fund the recommended strategies and programs in Section IV, CTR sites within Downtown Bellevue may still benefit from the programs offered through the GTEC plan.

### Estimated Funding Allocations – 2008 through 2011

The table below provides annual estimates of funding available to implement the recommended strategies and programs in Section IV from 2008 to 2011.

**Figure VII - 1 Estimated Funding Allocations**

Source of Funding	Responsible Agency	Estimated Revenue FY 2008 in Dollars	Estimated Revenue FY 2009 in Dollars	Estimated Revenue FY 2010 in Dollars	Estimated Revenue FY 2011 in Dollars	Estimated Revenue FY 2012 in Dollars	Total Estimated Revenue	CTR Leverage Benefits From GTEC	CTR Leverage Benefits From I-405 Mitigation
CTR Grants	WSDOT	111,000	100,000	100,000	100,000	0	411,000	0	0
Other State Funds	WSDOT, CTED	0	0	0	0	0	0	0	0
CMAQ Funds	RTPO	0	0	0	0	0	0	320,000	0
Local Funds from Operating Budgets (R-87)	City of Bellevue	0	45,000	45,000	45,000	0	135,000	147,000	0



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Source of Funding	Responsible Agency	Estimated Revenue FY 2008 in Dollars	Estimated Revenue FY 2009 in Dollars	Estimated Revenue FY 2010 in Dollars	Estimated Revenue FY 2011 in Dollars	Estimated Revenue FY 2012 in Dollars	Total Estimated Revenue	CTR Leverage Benefits From GTEC	CTR Leverage Benefits From I-405 Mitigation
Capital Investment Program (Specific Projects)	City of Bellevue	5,920,250	2,711,250	2,478,250	7,829,250	4,125,000	23,064,000	1,000,000	0
Transit Revenue	Transit Agency	0	0	0	0	0	0	2,000,000	0
Employer Contribution	Employers	0	0	0	0	0	0	0	0
Mitigation Funds for Construction Projects	WSDOT	0	0	0	0	0	0	0	126,000
<b>TOTAL</b>		6,031,250	2,856,250	2,623,250	7,974,250	4,125,000	23,610,000	3,467,000	126,000

### Estimated Program Expenses

The table below provides information regarding the estimated expenditures that will be incurred when the City implements the recommended strategies and programs mentioned in Section IV. The estimates were formulated based upon past program costs, insight from both City of Bellevue and King County staff members and the Transportation Section of the 2007 – 2013 Capital Investment Program Plan. All estimates were calculated assuming the City will be providing services and programs to 61 CTR sites from 2008 through 2011. Labor costs and inflation are not reflected in these estimated figures.

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**Figure VII-2: Estimated Program Expenses**

Expense	Responsible Agency	Estimated Cost FY 2008 In Dollars	Estimated Cost FY 2009 In Dollars	Estimated Cost FY 2010 In Dollars	Estimated Cost FY 2011 In Dollars	Estimated Cost FY 2012 In Dollars	Total Estimated Cost	CTR Leverage Benefits From GTEC	CTR Leverage Benefits From I-405 Mitigation
Prepare local CTR ordinance	City of Bellevue	1,500	0	0	0	0	1,500	0	0
Administer and develop CTR program	King County Metro	88,000	88,000	88,000	88,000	0	352,000	0	0
Training	King County Metro	3,500	3,500	3,500	3,500	0	14,000	0	0
Conduct employer outreach	King County Metro	26,000	26,000	26,000	26,000	0	104,000	226,000	0
Implement additional supporting transit service	King County Metro	0	0	0	0	0	0	3,000,000	0
Implement CIP Projects	City of Bellevue	5,920,250	2,711,250	2,478,250	7,829,250	4,125,000	23,064,000	0	0
Offer program incentives	City of Bellevue and King County Metro	45,000	83,000	68,000	68,000	0	264,000	165,000	81,000
Car sharing services	Flexcar	7,500	5,000	7,500	5,000	0	25,000	10,000	0
Conduct special area wide promotions	King County Metro and Rideshare Online	14,000	19,000	14,000	14,000	0	61,000	279,000	0
Prepare updates to Comp. Plan	City of Bellevue	0	0	4,000	0	0	4,000	0	0
<b>Total</b>		<b>6,105,750</b>	<b>2,935,750</b>	<b>2,689,250</b>	<b>8,033,750</b>	<b>4,125,000</b>	<b>23,889,500</b>	<b>3,680,000</b>	<b>81,000</b>

## VII. A SUSTAINABLE FINANCIAL PLAN

### C. Financial Gaps

A financial gap analysis was conducted to determine if this plan will be financially sustainable. This analysis removes CIP funds dedicated toward Roadway, Intersection and Pedestrian/Bicycle Facility improvements because the funds are presently allocated and outside of the control of the CTR Program staff. The GTEC and I-405 Mitigation Leverage Funds listed in Figures VII-1 and 2 are not included in this analysis because the programs these sources fund provide indirect benefits to CTR companies rather than direct support. With these funds removed, the City estimates it will have \$546,000 in expected revenue from 2008 through 2011. The estimated program expenditures during this same time period are \$825,000, resulting in a financial gap of \$279,500. Since the 2008 funding CTR grant funding allocation is frozen at 2007 funding levels and the City has 6 new sites, the City of Bellevue will investigate grant opportunities, opportunities for cost savings, and future increases to CIP funding dedicated for TDM activities in order to lessen this gap.

**Figure VII-3: Financial Gaps**

Strategy or Program	Target Market	What Strategy Will Accomplish	Financial Gap	Potential Grant Funding Source
Commute Club	Employees	Lessen SOV rates through incentives and rewards.	\$ 80,000	TRPP Grant/CTR Leverage from GTEC Plan
Area FlexPass Promotions and Discount	Employers	Create additional FlexPass accounts to encourage more Transit/Rideshare usage.	\$ 44,000	CMAQ Grant
Earth Week/Month Promotion	Employees	Encourage the usage of alternative modes through incentives and rewards.	\$ 67,500	TRPP Grant
Wheel Options/Rideshare Online Promotions	Employees	Encourage additional participation area wide promotions through additional incentives and rewards.	\$ 11,000	TRPP Grant

## VII. A SUSTAINABLE FINANCIAL PLAN

Strategy or Program	Target Market	What Strategy Will Accomplish	Financial Gap	Potential Grant Funding Source
I-405 Mitigation – Battle of the Sites	Employers and Employees	Encourage employees to choose an alternative mode during peak construction periods.	\$20,000	CTR Leverage Benefits From I-405 Mitigation
Flexcar Match Service, Increased Awareness and Advocating for Additional Cars in Areas Outside Downtown	Employers	Encourage more employers to use Flexcar Services	\$25,000	CTR Leverage Benefits From GTEC Plan
Housing Calculator	Employees	Helps employees contemplate if living closer to work could be more cost effective.	\$5,000	N/A
Welcome Wagon	Employees	Notify employees new to Bellevue of their transportation options.	\$8,000	CTR Leverage from GTEC Plan
Additional Promotion of the New HOV lanes of I-90/Promotion of the ST 550	Employees	Market HOV travel along I-90 to encourage more employees to use ST 550 and carpool.	\$5,000	Sound Transit/ CTR Leverage from GTEC Plan
Commute Stories	Employees	Publish commute stories of CTR employees using alternative modes of transportation to encourage more CTR employees to use alternative modes.	\$4,000	City of Bellevue General Funds
Commute Options Brochures	Employers and Employees	Print brochures listing commuter benefit information for specific CTR sites.	\$5,000	N/A
Employer Newsletters (2008 only)	Employers and Employees	Inform CTR employers and employees of transportation choices, benefits and promotions.	\$5,000	CTR Leverage from GTEC Plan
<b>Total</b>			<b>\$279,500</b>	

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## VIII. IMPLEMENTATION STRUCTURE

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As part of its strategic plan for implementing the Commute Trip Reduction program, the City of Bellevue plans to work in partnership with the transit agencies, neighboring jurisdictions, and if available, transportation management associations.

Listed below are the organizations that will be involved with the implementation of the City of Bellevue's CTR Plan. Their roles and responsibilities are described as follows:

### **A. City of Bellevue**

The City of Bellevue is responsible for implementing the citywide CTR plan. The City is responsible for ensuring affected employers are in compliance with the CTR law. To do this, the City will contract with King County Metro to conduct employer outreach, program review, annual reporting of employer progress, maintain CTR records, address exemptions, notify newly affected CTR sites and facilitate special projects as directed by the city.

The City of Bellevue is also responsible for working with the Planning and Community Development department to develop changes to the Comprehensive Plan that would support the CTR program, as well as working with the Transportation Department regarding maintenance and improvements to the Pedestrian and Bicycle System.

### **B. Contractor**

Our GTEC plan will be contracting services out to TransManage, the Transportation Management Association for Downtown Bellevue. Some of the services offered through the GTEC Plan may benefit CTR employers.

### **C. Transit Agencies**

Beyond King County Metro's contract to administer the city's CTR Program, King County Metro and Sound Transit will be responsible for facilitating the existing transit serving CTR sites, as well as the planned service outlined in Section I. King County Metro will also be responsible for facilitating the existing rideshare programs as services, and providing assistance in specialized outreach and marketing programs per the contract to administer the city's CTR Program.

### **D. Transportation Management Association - TransManage**

TransManage serves as a FlexPass broker, non-CTR site commute consultant, and manager for the Transportation Demand Management Programs for larger downtown developments. Many of TransManage's marketing and incentive based programs are available to individuals working at CTR sites in Downtown Bellevue. TransManage will be responsible for facilitating the program or service

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## VIII. IMPLEMENTATION STRUCTURE

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to the CTR affected employees. TransManage will also facilitate marketing and outreach programs associated with the I-405 Construction Mitigation Projects to non-CTR employers and residents within the Downtown Bellevue GTEC area.

### **E. Employer**

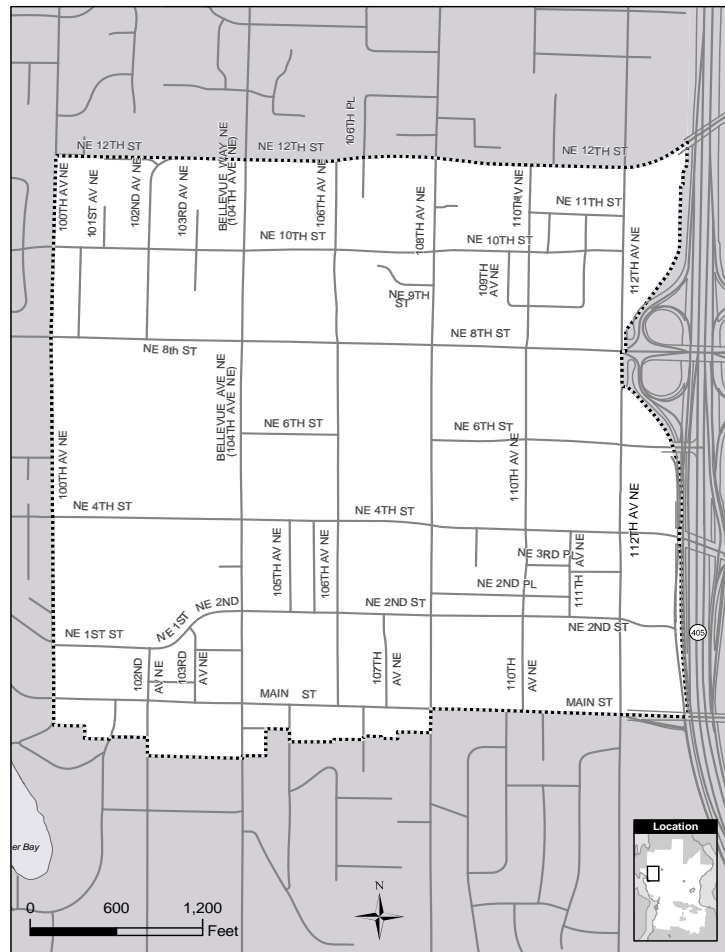
CTR affected employers will be responsible for complying with the requirements of the State CTR Law. This includes designating an Employee Transportation Coordinator, distributing information to employee, working with King County Metro staff to host special events and communicating special educational opportunities to company management.

## IX. Growth and Transportation Efficiency Centers

The City of Bellevue is preparing a GTEC program for Downtown Bellevue. Downtown Bellevue's GTEC program will address additional populations not traditionally reached under the base CTR program, such as employers with fewer than 100 employees, retail/hospitality industries, and residents. It presents a target of a 10 percent reduction in drive-alone commuting for all employees in the downtown by 2011.

As part of the requirements for preparing the application for a GTEC designation, the jurisdiction is coordinating its program with the Puget Sound Regional Council. If the City of Bellevue's GTEC is certified, the City will investigate incorporating it into a future CTR Plan Update.

**Figure IX-1: Map of GTEC Area**



## X. Appendices

### Appendix A List of CTR Sites

Below is a list of CTR Sites as of June 20, 2007. This information was provided by King County Metro Commuter Trip Reduction. The number of CTR sites citywide increased from 56 to 61 in 2007. Of the new sites, one is in the Overlake/Crossroads area, two are in the 116<sup>th</sup> Avenue NE Corridor area, one is in the Factoria/Eastgate area and one is in Downtown Bellevue.

CTR ID	Map ID	Company	Address	Zipcode	Area	Number of Affected Employees
E83147	46	AAA Washington	1745 - 114th Avenue SE	98004	Southwest	196
E80434	9	Allied Waste	1600 127th Avenue NE	98005	Bel-Red	160
E87718	49	Alltel	3650 131st Avenue SE	98006	Factoria/Eastgate	120
E89649	34	Captaris	10885 NE 4th Street, Suite 400	98004	Downtown	130
E81323	15	CH2M Hill	1100 112th Avenue NE, PO Box 9150	98004	Downtown	300
E80552	30	ChemPoint	411 108th Ave NE Suite 1050	98004	Downtown	100
E81257	33	City of Bellevue - City Hall	2901 115th Avenue NE	98004	Downtown	771
E81257	4	City of Bellevue – Bellevue Service Center	2901 115th Ave NE	98004	North	137
E81307	42	City University	150 120th Avenue NE	98006	116th Avenue NE Corridor	151
E89797	35	Clark Nuber	10900 NE 4th Street, Suite 1700	98004	Downtown	112
E84991	13	Coca Cola	1150 124th Ave NE	98004	Bel-Red	91
E86538	44	Coinstar, Inc.	1800 114th Ave SE	98004	Southwest	218
E80401	29	Drugstore.com	411 108th Avenue NE, Suite 1400	98004	Downtown	240
E89979	45	Excell Data	1756 - 114th Avenue SE, Suite 220	98004	Southwest	1478
E88252	52	Expedia.com	3150 139th Avenue SE	98005	Factoria/Eastgate	1560
E80039	32	First Mutual Bank	400 - 108th Avenue NE	98004	Downtown	127
E81224	36	GE Commercial Finance	10900 NE 4th Street Suite 500	98004	Downtown	237
E81471	27	HDR Engineering	500 108th Ave NE Suite 1200	98004	Downtown	250
E80584	41	Healthcare Management Administrators, Inc.	220 120 <sup>th</sup> Avenue NE	98005	116 <sup>th</sup> Avenue NE Corridor	167
E87130	7	Hewlett Packard Company	14475 NE 24th Street	98007	Downtown	167
E81521	26	HNTB Corporation	600 108th Avenue NE Suite 900	98004	Downtown	136
E83312	56	HTC America, Inc.	13920 SE Eastgate Way, Suite 400	98005	Factoria/Eastgate	100



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CTR ID	Map ID	Company	Address	Zipcode	Area	Number of Affected Employees
E80225	2	IKON, Inc.	3075 112th Ave NE, Suite 200	98004	Downtown	110
E88369	25	InfoSpace Inc.	601 - 108th Ave NE, Suite 1200	98004	Downtown	513
E88815	24	Key Bank of Washington	601 108th Ave. NE	98004	Downtown	167
E80427	10	LexisNexis	13427 NE 16th Street, Suite 200	98005	Bel-Red	100
E80599	3	Microsoft Corporation – CEE	3075 112 <sup>th</sup> Avenue NE	98004	North	135
E87940	6	Microsoft Corporation - Liberty	14673 NE 29th Place	98007	Overlake/Crossroads	160
E87171	14	Mulvanny G2 Architecture	1110 112th Avenue NE Suite 500	98004	Downtown	253
E82578	20	Nordstrom	10200 NE 8th Street	98004	Downtown	184
E89532	16	Onyx Software	1100 112th Ave. NE, Suite 100	98004	Downtown	131
E80603	28	Oracle Corporation Bellevue	500 108 <sup>th</sup> Avenue NE, Suite 1300	98004	Downtown	105
E80376	59	Orrtax Software	15395 SE 30th Place, Suite 300	98007	Factoria/Eastgate	114
E81588	18	Overlake Hospital Medical Center	1035 116th Avenue NE	98004	116th Avenue NE Corridor	731
E80418	17	Overlake Medical Center - 112th & 12th	1100 112th Ave NE	98004	Downtown	129
E81778	21	PACCAR Inc	777 106th Avenue NE	98004	Downtown	442
E89946	31	Parametrix Inc	411 108th Avenue NE, #1800	98004	Downtown	130
E87825	5	Parker Smith & Feek Inc	2233 112th Ave. NE	98004	North	131
E80379	47	Printed Circuits Assembly Corp.	13221 SE 26th Street, #F	98005	Factoria/Eastgate	166
E80722	1	Pro Sports Club	4455 148 <sup>th</sup> Avenue NE	98007	Overlake/Crossroads	100
E84681	37	Puget Sound Energy	10885 NE 4th Street	98004	Downtown	881
E80433	57	Quadrant Homes	14725 SE 36th Street	98006	Factoria/Eastgate	170
E81109	12	Safeway Stores Inc	1121 124th Avenue NE	98005	Bel-Red	183
E89375	43	Savers, Inc.	11400 SE 6th St., Suite 220	98004	Southwest	115
E80723	11	ShareBuilder Corporation	1445 120 <sup>th</sup> Avenue NE	98007	116 <sup>th</sup> Avenue NE Corridor	
E81612	55	State of Washington - Bellevue Comm Coll	3000 Landerholm Circle SE	98007	Factoria/Eastgate	328
E81141	60	State of Washington - Dept. of Ecology	3190 160th Avenue SE	98008	Factoria/Eastgate	171
E82842	40	State of Washington - DSHS King East	805 156th Avenue NE	98007	Overlake/Crossroads	112
E81455	39	SumTotal Systems, Inc.	110 - 110th Avenue NE Suite 700	98004	Downtown	137

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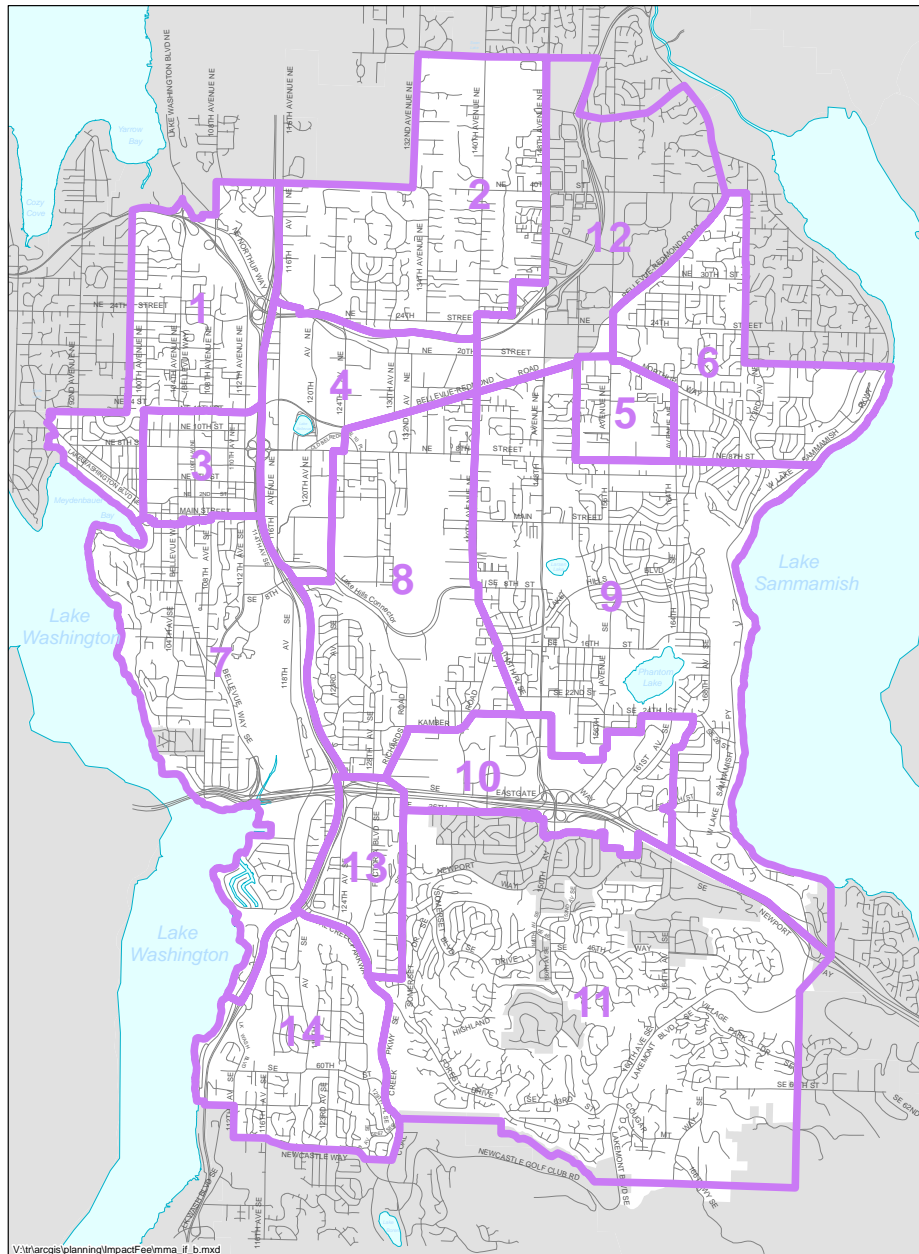
CTR ID	Map ID	Company	Address	Zipcode	Area	Number of Affected Employees
E80402	23	Symetra Financial	777 108th Avenue NE, SC-12	98004	Downtown	950
E81174	58	The Boeing Company - Data Center	2810 160th Avenue SE	98008	Factoria/Eastgate	2430
E87767	48	T-Mobile USA, Inc.	12920 SE 38th Street	98006	Factoria/Eastgate	2648
E89870	51	T-Mobile USA, Inc. - Field Services	3545 Factoria Blvd. SE	98006	Factoria/Eastgate	294
E82586	8	Unigard Insurance Group	15805 NE 24th Street	98008	Overlake/Crossroads	289
E84574	22	US Bank of Washington	10800 NE 8th Street, Suite 1000	98004	Downtown	107
E81273	61	Verizon	15850 SE Eastgate Way	98008	Factoria/Eastgate	715
E87189	38	Waggener Edstrom	225 108th Avenue NE Suite 700	98004	Downtown	210
E89748	53	Washington Mutual, Inc.	3060 139th Avenue	98005	Factoria/Eastgate	199
E99417	19	Whole Foods	888 116th Avenue NE	98004	116th Avenue NE Corridor	150
E89102	50	Wyndham Vacation Ownership NW Region	3655 131st Avenue SE	98006	Factoria/Eastgate	125
E80429	54	Zango	3600 136th Place SE	98006	Factoria/Eastgate	120
					<b>Total # of Employees</b>	<b>21,083</b>

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## Appendix B Mobility Management Area Map


The CTR site areas described throughout the plan were based on the mobility management areas established by the City's Transportation Department.

### City of Bellevue Mobility Management Areas



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 NORTH

 = 3,600 feet

City of Bellevue  
IT Department  
GIS Services  
Plot Date: 6/29/2007

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### Appendix C Gap Analysis

As part of this planning effort, City staff assessed the non-motorized, transit services and transit facilities serving each CTR site. With this information, a gap analysis was conducted to determine which priority gaps the CTR plan will address. The chart below documents the information City staff analyzed to determine the priority gaps.

CTR Site	Location	Area	Issue/Gap
AAA Washington	1745 114 <sup>th</sup> Avenue SE	Southwest	<p><b>Transit Facilities and Service:</b></p> <ul style="list-style-type: none"> <li>No sheltered bus stops</li> <li>Bus stops more than ¼ mile away</li> <li>Lack of garbage can</li> <li>Lack of schedules</li> </ul> <p><b>Sidewalks/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>The sidewalks/pathways that connect site with transit stop does not continue into office park</li> <li>Crosswalk would make crossing 112<sup>th</sup> Avenue NE easier</li> <li>No direct bike access to Mercer Slough/Trail to Seattle.</li> </ul>
Allied Waste	1600 127 <sup>th</sup> Avenue NE	Bel – Red	<p><b>Transit Facilities and Service:</b></p> <ul style="list-style-type: none"> <li>There is no bus service, though it is next door to East Base.</li> </ul> <p><b>Sidewalks/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>There is no sidewalk connecting site to NE 20<sup>th</sup> Street.</li> <li>No lighting along road – its very industrial, creating dangerous situations for peds.</li> <li>No bike lanes/facilities</li> </ul>
Alltel Newport Towers	3650 131 <sup>st</sup> Avenue SE	Eastgate/ Factoria	<p><b>Transit Facilities and Service:</b></p> <ul style="list-style-type: none"> <li>Creation of the new Eastgate Transit Freeway Station eliminated express service to and from downtown Seattle (MT 212, ST 554) that was in walking distance of site.</li> <li>Stops closest to site has no shelters eastbound and west bound (132<sup>nd</sup> Ave SE and SE 36<sup>th</sup>)</li> <li>The westbound stop is along a sidewalk island on the road's shoulder.</li> </ul> <p><b>Sidewalks/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>Lack of sidewalk on North side of SE 36<sup>th</sup></li> </ul>

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CTR Site	Location	Area	Issue/Gap
Captaris, Bellevue	10885 NE 4 <sup>th</sup> Street	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalks/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of Bike Lane/Shoulder</li> <li>• Long crossing times at intersections</li> </ul>
CH2MHILL	1100 112 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Transit Center is more than ¼ mile walk</li> <li>• No service near site</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of bike lanes/shoulders within downtown</li> <li>• Sidewalks that could more quickly connect employee with transit center are blocked by construction. This forces the pedestrian to cross the street more often.</li> </ul>
ChemPoint	411 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
City of Bellevue – City Hall	450 110 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
City of Bellevue – Bellevue Service Center	2901 115 <sup>th</sup> Avenue NE	North	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• There is no transit service</li> <li>• Vanpool/Carpool parking spots full</li> </ul> <p><b>Sidewalks/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of sidewalk to south of site - connecting site to 116<sup>th</sup> Avenue NE</li> <li>• Sidewalk only on west side of 115<sup>th</sup> Avenue NE to the north of site</li> <li>• No sidewalk connecting site's main building entrance to 115<sup>th</sup> Avenue NE</li> </ul>
City University	150 120 <sup>th</sup> Avenue NE	116 <sup>th</sup> Avenue NE Corridor	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Bus stop is over ¼ mile from site</li> </ul> <p><b>Sidewalks/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• The sidewalk access to bus stop may not be accessible due to the sidewalk being narrow and steep stairs connecting site with stop.</li> </ul>

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CTR Site	Location	Area	Issue/Gap
Clark Nuber	10900 NE 4 <sup>th</sup> Street	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding on some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Coca –Cola Bottling Company (Voluntary)	1150 124 <sup>th</sup> Avenue NE	Bel-Red	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Only one stop near site going eastbound.</li> <li>• Only one route serves site.</li> <li>• Stop has no schedule, seating, shelter, garbage can.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No sidewalk to the west of building along 124<sup>th</sup> Avenue NE</li> <li>• No sidewalk going through parking lot connecting building with city sidewalk.</li> </ul>
Coinstar	1800 114 <sup>th</sup> Avenue SE	Southwest	<p><b>Transit Facilities and Service:</b></p> <ul style="list-style-type: none"> <li>• No sheltered bus stops</li> <li>• Bus stops more than ¼ mile away</li> <li>• Lack of garbage cans at stops</li> <li>• Lack of schedules at stops</li> </ul> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• The sidewalks/pathways that connect site with transit stop does not continue into office park</li> <li>• Crosswalk would make crossing 112<sup>th</sup> Avenue NE easier</li> <li>• No direct bike access to Mercer Slough/Trail to Seattle.</li> </ul>
Drugstore.com	411 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Excell Data	1756 114 <sup>th</sup> Avenue SE	Southwest	<p><b>Transit Facilities and Service:</b></p> <ul style="list-style-type: none"> <li>• No sheltered bus stops</li> <li>• Bus stops more than ¼ mile away</li> <li>• Lack of garbage cans at stops</li> <li>• Lack of schedules at stops</li> </ul> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• City sidewalks/pathways do not continue into office park</li> <li>• No crosswalk across 112<sup>th</sup> Avenue NE to transit stop</li> <li>• No direct bike access to Mercer Slough/Trail to Seattle.</li> </ul>

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CTR Site	Location	Area	Issue/Gap
Expedia.com	1756 114 <sup>th</sup> Avenue SE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b> No problems/gaps</p> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>No crosswalk at the corner of 140<sup>th</sup> Avenue SE and SE 32<sup>nd</sup>/SE 141<sup>st</sup>. This corner provides quick access to Park and Ride from back of Expedia's offices.</li> <li>No pedestrian pathway through the park and ride open air lot.</li> </ul> <p><b>Gaps in Transportation Benefits Offered:</b></p> <ul style="list-style-type: none"> <li>Free parking</li> <li>No walking subsidy</li> <li>No drop off subsidy</li> </ul>
First Mutual Bank	400 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>Overcrowding of some bus routes</li> <li>Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>Lack of connection to bicycle facility</li> </ul>
GE Commercial Finance	10900 NE 4 <sup>th</sup> St.	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>Overcrowding of some bus routes</li> <li>Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>Lack of connection to bicycle facility</li> </ul>
Healthcare Management Administrators, Inc.	220 120 <sup>th</sup> Avenue NE	116 <sup>th</sup> Avenue NE Corridor	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>Stop is not sheltered</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>No bicycle facility connecting site with Downtown Bellevue</li> </ul>
HDR Engineering	500 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>Overcrowding of some bus routes</li> <li>Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>Lack of connection to bicycle facility</li> </ul>

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CTR Site	Location	Area	Issue/Gap
Hewlett Packard Company	14475 NE 24 <sup>th</sup> Street	Overlake	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• There is no transit stop within ½ or more from site.</li> </ul> <p><b>Sidewalks/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No bike lane/shoulder on the south side of NE 24<sup>th</sup>.</li> <li>• The bike shoulder on north side of NE 24<sup>th</sup> stops prior to reaching bike lane on NE 29<sup>th</sup> that connects with bus service on 148<sup>th</sup> Avenue.</li> <li>• Bike shoulder on north side of NE 24<sup>th</sup> also stops prior to reaching 148<sup>th</sup> Avenue NE transit stops.</li> </ul>
HNTB Corporation	600 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> <li>• Nearby sidewalks blocked due to construction.</li> </ul>
HTC America, Inc.	13920 SE Eastgate Way	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <p>No problems/gaps</p> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• No pedestrian pathway through the park and ride open air lot.</li> </ul>
IKON Corporation and Microsoft CEE	3075 112 <sup>th</sup> Avenue NE	North	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Served by only one route</li> <li>• Bus stops in grassy shoulders along road</li> <li>• No shelters, schedules, seating, garbage cans, lighting is low</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No city sidewalks along 112<sup>th</sup> Avenue SE, there is a pathway around perimeter of the parking lot</li> <li>• No sidewalk/pathway connecting the office with the bus stop, pedestrians have to walk through parking lot.</li> </ul>
InfoSpace Inc.	601 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>



## X. Appendices

CTR Site	Location	Area	Issue/Gap
Key Bank of Washington	601 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Lexis Nexis Applied Discovery	13427 NE 16 <sup>th</sup> Street	Bel-Red	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Bus stops on Bel-Red and NE 20<sup>th</sup> are a long walk.</li> <li>• Bus stop on Bel – Red only serves one route and it has no shelter, schedule, seating, garbage can</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of sidewalk along 128<sup>th</sup> PI NE, which connects site to NE 20<sup>th</sup> Street.</li> <li>• Lack of Sidewalk to the east of site along NE 16<sup>th</sup> Street – making it hard to get to eateries/services at Evergreen Plaza Shopping Center.</li> </ul>
Microsoft Corporation Liberty	14673 NE 29 <sup>th</sup> Place	Overlake	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Good transit services/facilities are along 156<sup>th</sup> Avenue NE, but it feels disconnected from site. No wayfinding directing employees to the transit service present.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No sidewalk on north side of NE 29<sup>th</sup> Street.</li> <li>• No pathway leading from site's entrance to sidewalk – pedestrians have to walk through parking lot/driveway area.</li> </ul>
Mulvanny G2 Architecture	1110 112 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Transit Center is over ¼ mile away from site</li> <li>• No service near site</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of bike lanes/shoulders within downtown</li> <li>• Sidewalks that could more quickly connect employee with transit center are blocked by construction.</li> </ul>
Nordstrom Store 4	10200 NE 8 <sup>th</sup> Street	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>

## X. Appendices

CTR Site	Location	Area	Issue/Gap
Onyx Software	1100 112 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Long walk to Transit Center</li> <li>• No service near site</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of bike lanes/shoulders within downtown</li> <li>• Sidewalks that could more quickly connect employee with transit center are blocked by construction.</li> </ul>
Oracle Software	500 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Orrtax Software	15395 SE 30 <sup>th</sup> Place	Eastgate	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Bus stop is far from the worksite</li> <li>• Bus stop is lacking shelter, schedule, seating, garbage can.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No bike lanes/shoulders connecting site with Mountains to Sound Trail</li> </ul>
Overlake Hospital Medical Center	1035 116 <sup>th</sup> Avenue NE	Bel- Red	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Only two routes serve the hospital.</li> <li>• The stop lacks a shelter and garbage cans on both the north bound and the south bound stops.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• There are no bike facilities along 116<sup>th</sup> Avenue NE</li> <li>• Sidewalk along the west side of 116<sup>th</sup> Avenue NE that is south of the hospital is affected by nearby construction.</li> <li>• Sidewalk is reported to be cracked in some areas.</li> </ul>
Overlake Hospital Medical Center Hines Building	100 112 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Long walk to Transit Center</li> <li>• No service near site</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of bike lanes/shoulders within downtown</li> <li>• Sidewalks that could more quickly connect employee with transit center are blocked by construction.</li> </ul>

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CTR Site	Location	Area	Issue/Gap
PACCAR Inc Corporate Headquarters	777 106 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Parametrix, Inc.	411 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Parker, Smith and Feek, Inc.	2233 112 <sup>th</sup> Avenue NE	North	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• The stop just north of site is a stop for southbound service on 112<sup>th</sup> Ave NE serve only two routes, is on a dirt patch along the road's shoulder. It does not have a shelter, seating or garbage can.</li> <li>• The stop for northbound service on 112<sup>th</sup> Avenue NE serves only one route, is on the roadway's dirt shoulder, does not have a shelter, schedule, seating, garbage can and is not ADA accessible. Also, near by trees block the street light, making it hard to see someone waiting for the bus at this stop.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• There is no sidewalk connecting site to the bus stop to the north of site that is on the west side of 112<sup>th</sup> Avenue NE.</li> <li>• There is no sidewalk separating those waiting at the bus stop on eastside of 112<sup>th</sup> Avenue NE.</li> <li>• There is no crosswalk connecting site with stop on eastside of 112<sup>th</sup> Avenue NE.</li> </ul>
Printed Circuits Assembly Corp.	13221 SE 36 <sup>th</sup> Street	Eastgate/ Factoria	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• The closest bus stop serves a KC Metro school route.</li> <li>• The bus stop west of Richards Road has no schedule, seating, shelter, garbage can.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Sidewalk along south side of stops just east of site.</li> </ul>
Pro Sports Club	4455 148 <sup>th</sup> Avenue NE	Overlake/ Crossroads	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• No seating or garbage can at nearest bus stop</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Sidewalk missing on north of site along NE 46<sup>th</sup> Street</li> </ul>

## X. Appendices

CTR Site	Location	Area	Issue/Gap
Puget Sound Energy	10885 NE 4 <sup>th</sup> Street	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Quadrant Homes	14725 SE 36 <sup>th</sup> Street	Eastgate	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• The stops along the north side of SE 36<sup>th</sup> are on a grassy patch along the roadside shoulder.</li> <li>• The site is served by one route going eastbound and another route going southbound.</li> <li>• Stops do not have shelters, schedules, seating, garbage cans.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No sidewalks along north side of SE 36<sup>th</sup></li> </ul>
Safeway Stores Inc, Division Headquarters	1121 124 <sup>th</sup> Avenue NE	Bel- Red	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Only one stop near site going eastbound.</li> <li>• Only one transit route serves site.</li> <li>• Stop has no schedule, seating, shelter, garbage can.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No sidewalk in front of building, which is along 124<sup>th</sup> Avenue NE</li> <li>• No sidewalk going through parking lot connecting building with city sidewalk</li> </ul>
Savers, Inc.	11400 SE 6 <sup>th</sup> Street	Southwest	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Stops at Wilburton Park and Ride missing schedules, garbage cans</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• There is no sidewalk south of the site connecting with the Wilburton Park and Ride.</li> <li>• There is no crosswalk connecting The employees have to jaywalk across street and walk along the shoulder of 114<sup>th</sup> Avenue SE.</li> </ul>
ShareBuilder Corporation	1445 120 <sup>th</sup> Avenue NE	116 <sup>th</sup> Avenue NE Corridor	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Stop is not sheltered</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No bicycle facility connecting site with Downtown Bellevue</li> </ul>

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CTR Site	Location	Area	Issue/Gap
State of Washington - Bellevue Community College	3000 Landerholm Circle SE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>The bus stop along the north side of campus roadway across the street from the student center is along a grassy patch of the roadway. There is no sidewalk separating it from traffic.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>The pathway/sidewalks that lead from the center of campus towards the Eastgate Park and Ride stop just before the West side entrance to the college.</li> <li>There is not a clear crosswalk connecting the west entrance of the college to the sidewalks leading to the Eastgate park and ride.</li> </ul>
State of Washington – Department of Social and Health Services	805 156 <sup>th</sup> Avenue NE	Overlake/ Crossroads	<p><b>Transit Service/Facilities:</b> No Problems</p> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>The bike lanes/shoulders do not connect to the north along 140<sup>th</sup> Avenue NE or to the east on NE 8<sup>th</sup> street.</li> </ul>
State of Washington - Department of Ecology	3190 160 <sup>th</sup> Avenue SE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>Bus stop is far from the worksite</li> <li>Bus stop is lacking shelter, schedule, seating, garbage can.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>No bike lanes/shoulders connecting site with Eastgate Way/Mountains to Sound Trail</li> <li>Sidewalks to the north of site along SE 33<sup>rd</sup> Street have cracks/buckles.</li> </ul>
SumTotal Systems	110 110 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>Overcrowding of some bus routes</li> <li>Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>Lack of connection to bicycle facility</li> <li>Sidewalk along west side of 108<sup>th</sup> Avenue NE missing</li> </ul>
Symetra Financial	777 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>Overcrowding of some bus routes</li> <li>Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>Lack of connection to bicycle facility</li> </ul>

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CTR Site	Location	Area	Issue/Gap
The Boeing Company – Bellevue Data	2810 160 <sup>th</sup> Avenue SE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Bus stop is very far from the worksite (over ½ mile)</li> <li>• Bus stop is lacking shelter, schedule, seating, garbage can.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No bike lanes/shoulders connecting site with Eastgate Way/Mountains to Sound Trail</li> <li>• Sidewalks to the north of site along SE 33<sup>rd</sup> Street have cracks/buckles.</li> </ul>
T-Mobile USA Inc, Field Services	3545 Factoria Blvd. SE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Creation of the new Eastgate Transit Freeway Station eliminated express service to and from downtown Seattle (MT 212, ST 554) that was in walking distance of site.</li> </ul> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• Cannot cross the street before the stop signal is lit.</li> <li>• The cars will turn into intersection of SE 36<sup>th</sup> and Factoria Blvd. when pedestrians are trying to cross.</li> </ul>
T- Mobile USA Inc, Newport Tower	12920 SE 38 <sup>th</sup> Street	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Creation of the new Eastgate Transit Freeway Station eliminated express service to and from downtown Seattle (MT 212, ST 554) that was in walking distance of site.</li> </ul> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• Cannot cross the street before the stop signal is lit.</li> <li>• The cars will turn into intersection of SE 36<sup>th</sup> and Factoria Blvd. when pedestrians are trying to cross.</li> </ul>
Unigard Insurance Group	15805 NE 24 <sup>th</sup> Street	Overlake/ Crossroads	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Bus stops along NE 24th lack shelters, seating, garbage cans. The stop along the north side of NE 24<sup>th</sup> also does not have a schedule</li> <li>• Forced to walk through parking lot to get to sidewalk connecting to bus stop.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No sidewalk connecting bus stops to site.</li> <li>• Wide lanes to accommodate bikes are not connected.</li> </ul>
US Bank of Washington	10800 NE 8 <sup>th</sup> Street	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>

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CTR Site	Location	Area	Issue/Gap
Verizon Bellevue	15850 SE Eastgate Way	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Bus stop is lacking shelter, schedule, seating, garbage can.</li> <li>• Forced to walk through parking lot to get to sidewalk connecting to bus stop.</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• No bike lanes/shoulders connecting site with Mountains to Sound Trail</li> <li>• Sidewalks on the west side of 158<sup>th</sup> Avenue SE are not complete and not ADA accessible.</li> </ul>
Wagner Edstrom	225 108 <sup>th</sup> Avenue NE	Downtown	<p><b>Transit Facilities/Service:</b></p> <ul style="list-style-type: none"> <li>• Overcrowding of some bus routes</li> <li>• Long lines at Transit Center</li> </ul> <p><b>Sidewalk/Bicycle Network:</b></p> <ul style="list-style-type: none"> <li>• Lack of connection to bicycle facility</li> </ul>
Washington Mutual, Inc. Bellevue	3060 139 <sup>th</sup> Avenue NE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <p>No gaps</p> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• No crosswalk at the corner of 140<sup>th</sup> Avenue SE and SE 32<sup>nd</sup>/SE 141st. This corner provides quick access to Park and Ride from back of Washington Mutual's offices.</li> <li>• No pedestrian pathway through the park and ride open air lot.</li> </ul>
Wyndham Vacation Ownership NW Region	3655 131 <sup>st</sup> Avenue SE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Stop closest to site has no shelters. The westbound stop is along a sidewalk island on the road's shoulder.</li> <li>• Creation of the new Eastgate Transit Freeway Station eliminated express service to and from downtown Seattle (MT 212, ST 554) that was in walking distance of site.</li> </ul> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• Pedestrians struggle to cross street before stop walking light is lit</li> <li>• Cars turn into pedestrian crosswalk at SE 36<sup>th</sup> while pedestrians cross</li> </ul>
Zango	3600 136 <sup>th</sup> Place SE	Eastgate/ Factoria	<p><b>Transit Service/Facilities:</b></p> <ul style="list-style-type: none"> <li>• Stops along the north side of SE 36<sup>th</sup> are along the roadway shoulders/in grass patches along roadway.</li> <li>• Stops have no shelters, garbage cans, seating.</li> <li>• Only the stop directly adjacent to site, on south side of SE 36<sup>th</sup> has a schedule.</li> </ul> <p><b>Sidewalks/Bicycle Network</b></p> <ul style="list-style-type: none"> <li>• No sidewalks along north side of SE 36<sup>th</sup></li> </ul>

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## X. Appendices

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### Appendix D Transit Support Letter



**King County**  
**Department of Transportation**  
**Metro Transit**

Yesler Building, YES-TR-0650  
400 Yesler Way  
Seattle, WA 98104-2683

June 19, 2007

Ms. Kate Johnson, Associate Planner  
City of Bellevue, Bellevue Transportation Department  
P.O. Box 90012  
Bellevue, WA 98009

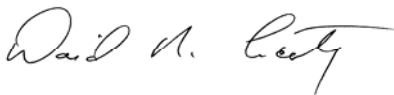
**RE: Basic Transit Packet for CTR Planning**

Enclosed you will find transit data compiled by King County Metro to assist your jurisdiction in preparing your Commute Trip Reduction Plan as required under the 2006 Commute Trip Reduction (CTR) legislation. This packet includes:

- 1) Transit Routes (map). This map indicates all Metro and Sound Transit routes and major transit facilities located within your jurisdiction. Route numbers are indicated and the map distinguishes between peak period and all day services.
- 2) Active CTR Sites (map). The Active CTR Sites map locates each affected CTR site within your jurisdiction, and indicates each site's transit mode share. It also shows bus stops located near each CTR site, and indicates a one-quarter mile transit access buffer along transit routes.
- 3) Route Frequency (map). The Route Frequency map categorizes service levels on each route *as it travels to your jurisdiction*. The intent of this map is to help you gauge the utility of existing transit service in getting commuters to the affected worksites located in your jurisdiction.
- 4) Summary Route Information (Table). This table provides additional information about the transit routes serving your jurisdiction to help you assess opportunities and gaps for meeting your CTR needs.
- 5) Planned Transit Improvements (narrative). Two items are provided that described future transit improvements. Transit Now Ordinance 15582 describes service improvements identified for funding through revenue raised by the additional sales tax approved by voters in November 2006. Also included is Section Four of the Six-Year Transit Development Plan, adopted in September 2002, which describes the overall service strategy for the King County Metro transit system.

We trust this information will be useful in preparing your CTR plans in the coming months. Please call Tim Apicella at 206-684-2171 with any questions.

Dave Lantry



Supervisor  
King County Commute Trip Reduction Services



## X. Appendices

### Appendix E Park and Rides

Below is a list of the Park and Ride lots within Bellevue, as well as the Overlake area in Redmond. Information was provided from the King County Metro website:

[www.metrokc.com/transit](http://www.metrokc.com/transit)

Bellevue		
P&R Lot or Transit Center Location	Parking Spaces	Served by these Routes
Bellevue Christian Reformed Church 1221 148th Ave NE CTR Plan Area:	20	Metro Transit: <a href="#">222</a> , <a href="#">247</a>
Bellevue Foursquare Church 2015 Richards Rd  CTR Plan Area: Eastgate/Factoria	35	No Transit Service to this park & ride lot. Carpool and Vanpool only.
Eastgate Congregational Church 15318 SE Newport Way CTR Plan Area: Eastgate/Factoria	20	Metro Transit: <a href="#">208</a> , <a href="#">210</a> , <a href="#">271</a> , <a href="#">272</a>
Eastgate P&R 14200 SE Eastgate Way SE Eastgate Wy & 141st Ave SE Bike Lockers Available at this site CTR Plan Area: Eastgate/Factoria	1,614	Metro Transit: <a href="#">212</a> , <a href="#">217</a> , <a href="#">222</a> , <a href="#">225</a> , <a href="#">229</a> , <a href="#">245</a> , <a href="#">247</a> , <a href="#">271</a> , <a href="#">272</a> , <a href="#">888</a> , <a href="#">890</a> , <a href="#">921</a> , <a href="#">926</a> , <a href="#">942</a> , <a href="#">989</a> , <a href="#">998</a> Sound Transit: <a href="#">554</a> , <a href="#">555</a> , <a href="#">556</a>
Grace Lutheran Church NE 8th St & 96th Ave NE CTR Plan Area: North Bellevue	50	Metro Transit: <a href="#">261</a> , <a href="#">271</a>
Newport Covenant Church 12800 SE Coal Crk Pkwy Coal Creek Pkwy & Factoria Blvd CTR Plan Area: Eastgate/Factoria	75	Metro Transit: <a href="#">206</a> , <a href="#">207</a> , <a href="#">208</a> , <a href="#">219</a> , <a href="#">240</a> , <a href="#">245</a> , <a href="#">247</a> , <a href="#">925DART</a>
Newport Hills P&R 5115 113th PI SE I-405 & 112th PI SE	275	Metro Transit: <a href="#">111</a> , <a href="#">167</a> , <a href="#">219</a> , <a href="#">247</a> , <a href="#">280</a> (on request), <a href="#">342</a> , <a href="#">925</a> , <a href="#">952</a> , Sound Transit: <a href="#">560</a>
South Bellevue P&R 2700 Bellevue Wy SE Bellevue Wy SE & 112th Ave SE CTR Plan Area: Southwest	519	Metro Transit: <a href="#">222</a> , <a href="#">240</a> , <a href="#">942</a> Sound Transit: <a href="#">550</a> , <a href="#">560</a>
St Andrew's Lutheran Church 2650 148thst Ave SE CTR Plan Area: North	20	Metro Transit: <a href="#">222</a> , <a href="#">245</a> , <a href="#">247</a> , <a href="#">271</a> , <a href="#">272</a> , <a href="#">926</a>
St Luke's Lutheran Church Bellevue Wy NE & NE 30th PI CTR Plan Area: Southwest	30	Metro Transit: <a href="#">230</a> , <a href="#">243</a> , <a href="#">280</a>
St Margaret's Episcopal Church 4228 Factoria Blvd SE CTR Plan Area: Eastgate/Factoria	64	Metro Transit: <a href="#">206</a> , <a href="#">207</a> , <a href="#">208</a> , <a href="#">210</a> , <a href="#">219</a> , <a href="#">222</a> , <a href="#">240</a> , <a href="#">245</a> , <a href="#">247</a> , <a href="#">921</a> , <a href="#">925</a>

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Bellevue		
P&R Lot or Transit Center Location	Parking Spaces	Served by these Routes
Wilburton P&R 720 114th Ave SE I-405 & SE 8th St CTR Plan Area: Southwest	186	Metro Transit: <a href="#">167</a> , <a href="#">243</a> , <a href="#">280</a> , <a href="#">342</a> , <a href="#">885</a> , <a href="#">921</a> , <a href="#">952</a> Sound Transit: <a href="#">560</a>
Overlake		
Overlake P&R 2650 152nd Ave NE 152nd Ave NE & NE 24th St CTR Plan Area: Overlake/Crossroads	203	Metro Transit: <a href="#">222</a> , <a href="#">242</a> , <a href="#">247</a> , <a href="#">249</a> , <a href="#">250</a> , <a href="#">253</a> , <a href="#">261</a> , <a href="#">269</a> Community Transit: <a href="#">441</a>
Overlake Transit Center N.E. 40th St. & 156th Ave. N.E CTR Plan Area: Overlake/Crossroads	150	Metro Transit: <a href="#">222</a> , <a href="#">225</a> , <a href="#">229</a> , <a href="#">230</a> , <a href="#">232</a> , <a href="#">233</a> , <a href="#">245</a> , <a href="#">247</a> , <a href="#">256</a> , <a href="#">268</a> , <a href="#">269</a> , <a href="#">644</a> Community Transit: <a href="#">441</a> Sound Transit: <a href="#">545</a> , <a href="#">564</a> , <a href="#">565</a>

Bellevue Transit Center	
Bellevue Transit Center 108th Ave NE & NE 6th St  CTR Plan Area: Downtown	Note: This is a transit center and not a park and ride facility. There is no free parking at or nearby the transit center. Metro Transit: <a href="#">230</a> , <a href="#">232</a> , <a href="#">233</a> , <a href="#">234</a> , <a href="#">237</a> , <a href="#">240</a> , <a href="#">249</a> , <a href="#">253</a> , <a href="#">261</a> , <a href="#">271</a> , <a href="#">280</a> , <a href="#">342</a> , <a href="#">630</a> , <a href="#">885</a> , <a href="#">886</a> Sound Transit: <a href="#">532</a> , <a href="#">535</a> , <a href="#">550</a> , <a href="#">555</a> , <a href="#">556</a> , <a href="#">560</a> , <a href="#">564</a> , <a href="#">565</a>

Bellevue Transfer Point	
Bellevue Transfer Point 106th Ave NE & NE 6th St CTR Plan Area: Downtown	Note: This is a transfer point and not a park and ride facility. There is no free parking at or nearby the transfer point. <a href="#">220</a> , <a href="#">222</a> , <a href="#">234</a> , <a href="#">243</a> , <a href="#">921</a>

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### Appendix F Transit Service

The transit service providers to CTR sites are King County Metro and Sound Transit. Below is a list of transit service that runs within  $\frac{1}{4}$  to  $\frac{1}{2}$  of a mile from each CTR site. Information derived from site visits and the King County Metro website at [www.metrokc.com/transit](http://www.metrokc.com/transit).

Site/Area	Routes	Headway and Amount of Service
<b>North</b>		
City of Bellevue – Bellevue Service Center	None	None
IKON	MT 220	220: 30 min peak, 1 hour non peak, weekday only
Microsoft Corporation – CEE	MT 220	220: 30 min peak, 1 hour non peak, weekday only
Parker, Smith and Feek	MT 220 and 232 pick up in front of the building MT 220 pick up across the street	220: 30 min peak, 1 hour non peak, weekday only 232 - 30 min peak, weekday only
<b>Southwest</b>		
AAA Washington	MT 342 – SE 8th ST 560 - SE 112 <sup>th</sup>	342: 30 min, peak, weekday (one way) 560: 30 min weekday and Saturday, 1 hour Sunday
Coinstar	MT 342 – SE 8th ST 560 - SE 112 <sup>th</sup>	342: 30 min, peak, weekday (one way) 560: 30 min weekday and Saturday, 1 hour Sunday
Excell Data	MT 342 – SE 8th ST 560 - SE 112 <sup>th</sup>	342: 30 min, peak, weekday (one way) 560: 30 min weekday and Saturday, 1 hour Sunday

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Site/Area	Routes	Headway and Amount of Service
Savers	MT: 167, 243, 342 ST: 560	167:30 min, peak, weekday (one way) 243:30 min, peak, weekday (one way) 342: 30 min, peak, weekday (one way) 560: 30 min weekday and Saturday, 1 hour Sunday
<b>116<sup>th</sup> Avenue NE Corridor</b>		
City University	MT: 249, 271, 921	249: 30 min weekday, 1 hour weekend 271: 15 peak, 30 day, 1 hour evening and Sundays 921: 1 hour, weekday
Healthcare Management Administrators, Inc.	MT: 230, 253, 261, 272	230: 30 min weekday and Saturday, 1 hour Sunday 253: 30 min weekday and Saturday, 1 hour Sunday 261: 30 min, peak, weekday, (one way) 272: 1 hour, peak, weekday
Overlake Hospital Medical Center	MT: 249, 234	234: 30 min, 1 hour Saturday, 249: 30 min
ShareBuilder Corporation	MT: 230, 253, 261, 272	230: 30 min weekday and Saturday, 1 hour Sunday 253: 30 min weekday, Saturday, 1 hour Sunday 261: 30 min, peak, weekday, (one way) 272: 1 hour, peak, weekday
Whole Foods	MT: 249, 234	234: 30 min, 1 hour Saturday 249: 30 min
<b>Bel-Red</b>		
Allied Waste	None	None
Coca Cola Bottling Company	MT 233	233: Weekday - 30 min, 1 hour Saturday
Lexis Nexus	MT: 233	233: Weekday - 30 min, 1 hour Saturday

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Site/Area	Routes	Headway and Amount of Service
Safeway Stores, Inc.	MT: 233	233: Weekday - 30 min, 1 hour Saturday
<b>Overlake/ Crossroads</b>		
Hewlett Packard	None	None
Microsoft Corporation – Liberty Campus	MT: 222, 242, 253, 256	222: 30 min, weekday and Saturday, 1 hour Sunday 242: 30 min, peak, weekday (one way) 253: 30 min weekday and Saturday, 1 hour Sunday 256: 30 min, weekday, peak only
Pro Sports Club	MT: 222, 233, 242, 253, 266, 269, 644	222: 30 min, weekday and Saturday, 1 hour Sunday 233: Weekday - 30 min, 1 hour Saturday 242: 30 min, peak, weekday (one way) 242: 30 min, peak, weekday 253: 30 min, weekday, Saturday, 1 hour Sunday 266: 30 min, peak, weekday 269: 30 min, peak, weekday 644: 30 min, peak, weekday
State of Washington - DSHS	MT: 229, 230, 245, 253, 261, 272, 926	229: 1 hour, peak, weekday 230: 30 min weekday and Saturday, 1 hour Sunday 245: 30 min weekday, Saturday and Sunday 253: 30 min weekday and Saturday, 1 hour sun, 261: 30 min, peak, weekday 272: 1 hour, peak, weekday 926: 30 min, peak, weekday

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Site/Area	Routes	Headway and Amount of Service
Unigard	NE 24th: MT: 225, 230, 249, 250 (888 on north only) 156th Ave NE: MT: 229, 233, 245, 253, 256	225:1 hour, peak, weekday 230: 30 min weekday and Saturday, 1 hour Sunday 233: Weekday - 30 min, 1 hour Saturday 245: 30 min, weekday, Saturday and Sunday 249: 30 min weekday, 1 hour Saturday and Sunday 250: 30 min, peak, weekday 253: 30 min weekday and Saturday, 1 hour Sunday 256: 30 minutes, peak, weekday 888:School Only, 1 pick up am, 1 pick up pm
<b>Eastgate/ Factoria</b>		
Printed Assembly Corporation	MT: 921	921: 1 hour, weekday
Expedia.com  Washington Mutual  Bellevue Community College  HTC, America	ST: 554, 555/556 MT:212,217, 218222, 225,229,245, 247, 271,272, 921,926, 942	554: 1/2 peak, weekday 555/556: 1/2, peak, weekday 212: 10 min, am/pm peak, weekday 217:30 min, am/pm peak, weekday (one way) 218: 222: 30 min, weekday and sat. 1 hour Sunday 225:1 hour, peak, weekday 229: 1 hour, peak, weekday 245: 30 min, weekday, weekend 247:1 hour, peak, weekday 271: 15 peak, 30 midday, 1 hour evening. Saturday 30 min Sunday 1 hour 272: 1 hour, peak, weekday 921: 1 hour, weekday 926: 30 min, peak, weekday 942: 30 min, peak, weekday (one way)
Orrtax Software  State of Washington Department of Ecology  The Boeing Company  Verizon Wireless	MT:217,225, 229, 271,926	217:30 min, peak, weekday 225: 1 hour, peak, weekday 229: 1 hour, peak, weekday 271: 15 peak, 30 day, 1 hour evening and Sundays 926: 30 min, peak, weekday

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Site/Area	Routes	Headway and Amount of Service
Quadrant Homes	MT 210 - stop is east of site MT 222 - stop is west of site	210: 30 min, weekday, peak only, (one way) 222: 30 min, weekday and Saturday, 1 hour Sunday
Zango	Eastbound - East of site - MT: 217,245, 921. West of site: MT: 217, 245, 921. ST: 555. Westbound - East of site: 217, 245, 921. West of site- 217, 245, 921. ST: 555	217: 30 min, am/pm peak, weekday only (one way) 245: 30 min, weekday, Saturday and Sunday 555: 30 min, peak, weekday 921: 1 hour, weekday
T Mobile, Trendwest, Alltel	SE 36 <sup>th</sup> Routes: 217, 245, 921, 555 (555 only on corner of Fatoria and SE 36th) Fatoria Blvd. Routes: 210, 217, 219, 222, 240, 245, 247, 921,	217: 30 min peak, weekday 210: 30 min peak, weekday 219: 1 hour, peak, weekday 222:30 min, weekday and Saturday., 1 hour Sunday 240: 30 min, weekday and Saturday, 1 hour Sunday 245:30 min, weekday, Saturday and Sunday 247: 1 hour peak, weekday 921:1 hour, weekday 555:30 minute, peak, weekday only

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Site/Area	Routes	Headway and Amount of Service
<b>Downtown</b>		
US Bank	MT: 220,	220: 30 min, weekday, (one way)
	222, 230,	222: 30 min, weekday and Saturday, 1 hour Sunday
Symetra	232, 233,	230: 30 min weekday and Saturday, 1 hour Sunday
InfoSpace	234, 237,	232: 30 min, peak, weekday
	240, 249,	237: 45 min, peak, weekday (one way)
Key Bank	253, 261,	240: 30 min, weekday and Saturday, 1 hour Sunday
	271, 280,	249: 30 min weekday, 1 hour Saturday and Sunday
HNTB Corp	342, 630,	253: 30 min weekday and Saturday, 1 hour Sunday
	921	261: 30 min, peak, weekday, (one way)
HDR		271: 15 peak, 30 day, 1 hour evening and Sunday
Engineering, Inc.	ST: 532,	280: Owl Service
	535, 550,	342:30 minute, peak, weekday, (one way)
	555, 560,	630: 30 minutes, weekday
City of Bellevue – City Hall	564, 565	921: 1 hour, weekday
		532: 15 min, peak, 30 Midday, weekday
Parametrix, Inc.		535: 15 min peak, 30 midday, weekdays, 1 hour on weekends
		550: 15 min peak, all day, weekends
Drugstore.com		555/556: 30 min, peak, weekdays
		560: 30 min weekday and Saturday, 1 hour Sundays
Captaris		564: 30 min, all day, weekday
		565: 30 min, all day, weekday
GE Capital Corp		
Puget Sound Energy		
First Mutual Bank		
Clark Nuber		
Waggener Edstrom		
Paccar, Inc.		
Oracle Corporation Bellevue		



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Site/Area	Routes	Headway and Amount of Service
<b>Downtown con't.</b>		
CH2MHill Overlake Hospital Medical Center Hines Building Mulvanny G2 Architecture Onyx Software	MT: 230, 232, 233, 234, 237, 240, 249, 253, 261, 271, 280, 342, 630,  ST: 530, 532, 535, 550, 555, 560, 564, 565	230: 30 min weekday and Saturday, 1 hour Sunday 232: 30 min, peak, weekday 233: 233: Weekday - 30 min, 1 hour Saturday 237: 45 min, peak, weekday (one way) 240: 30 min, weekday and Saturday, 1 hour Sunday 249: 30 min weekday, 1 hour weekend 253: 30 min weekday and Saturday, 1 hour Sunday 261: 30 min, peak, weekday, (one way) 271: 15 peak, 30 mid-day, 1 hour evening and Sunday 280: Owl Service 342:30 minute, peak, weekday, (one way) 630: 30 minutes, weekday 532: 15 min, peak, 30 mid-day, weekdays 535: 15 min peak, 30 mid-day, weekdays, 1 hour on Saturday and Sunday 550: 15 min peak, all day, weekday and Saturday/Sunday 555/556: 30 min, peak, weekdays 560: 30 min weekday and Saturday, 1 hour Sunday 564: 30 min, all day, weekday 565: 30 min, all day, weekday
Nordstrom	MT: 230, 240, 261, 271, 921 ST: 550	230: 30 min weekday and Saturday, 1 hour Sunday 240: 30 min, weekday and Saturday, 1 hour Sunday 261: 30 min, peak, weekday, (one way) 271: 15 peak, 30 mid-day, 1 hour evening and Sundays 921: 1 hour, weekday 550: 15 min peak, weekdays, Saturday and Sunday

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## X. Appendices

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### Appendix G Comprehensive Plan Policies

Below are policies from the City of Bellevue's Comprehensive Plan that support CTR goals.

#### Comprehensive Plan – Transportation and Land Use

Policy Title	Policy
TR-2	Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.
TR-4	Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following: <ol style="list-style-type: none"><li>1. Intensity/density of land uses sufficient to support high capacity transit;</li><li>2. Mixed uses for both day and night activities;</li><li>3. Pedestrian emphasis; and</li><li>4. Alternatives to single-occupant vehicles.</li></ol>
TR-5	Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.
TR-7	Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.
TR-8	Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include: <ol style="list-style-type: none"><li>1. Orient the major building entries to the street and closer to transit stops;</li><li>2. Avoid constructing large surface parking areas between the building frontage and the street;</li><li>3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;</li><li>4. Cluster major buildings within developments to improve pedestrian and transit access;</li><li>5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;</li><li>6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;</li><li>7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;</li><li>8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;</li><li>9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and</li><li>10. Encourage the availability of restrooms for public use.</li></ol>

**Comprehensive Plan – Transportation Demand Management**

<b>Policy Title</b>	<b>Policy</b>
<b>TR-9</b>	<p>Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors:</p> <ol style="list-style-type: none"> <li>1. Parking;</li> <li>2. Services to increase high-occupancy vehicle use;</li> <li>3. Demand management program elements, including incentives; and</li> <li>4. Reporting, monitoring, and performance evaluation standards.</li> </ol>
<b>TR-10</b>	<p>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.</p>
<b>TR-11</b>	<p>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 the use of single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> <li>1. Establish methods to charge for parking single-occupant vehicles;</li> <li>2. Impose a parking tax, through state enabling legislation; and</li> <li>3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies.</li> </ol>
<b>TR-12</b>	<p>Encourage employers to help reduce peak hour commute trips by facilitating employees use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.</p>
<b>TR-13</b>	<p>Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.</p>
<b>TR-14</b>	<p>Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> <li>1. Preferential parking for carpools and vanpools;</li> <li>2. Special loading and unloading facilities for carpools and vanpools;</li> <li>3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and</li> <li>4. Bicycle parking and related facilities.</li> </ol>
<b>TR-15</b>	<p>Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.</p>
<b>TR-16</b>	<p>Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.</p>

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<b>Policy Title</b>	<b>Policy</b>
<b>TR-17</b>	Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.
<b>TR-18</b>	Evaluate and promote a car-sharing program in Downtown Bellevue.
<b>TR-19</b>	Support establishment of federal and state gasoline taxes to provide adequate funding for transportation improvements that keep pace with regional and community growth.
<b>TR-20</b>	Support federal tax policies which promote transit and ridesharing.

### **Comprehensive Plan – Mobility Management**

<b>Policy Title</b>	<b>Policy</b>
<b>TR-23</b>	Coordinate improvements and operations among travel modes, providing connections between modes.
<b>TR-24</b>	Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.
<b>TR-25</b>	Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.
<b>TR-29</b>	Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.
<b>TR-32</b>	Develop and implement strong inter-jurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.

### Comprehensive Plan – Roadways

<b>Policy Title</b>	<b>Policy</b>
<b>TR-46</b>	Maintain and enhance safety for all users of the roadway network using measures such as the following: <ol style="list-style-type: none"><li>1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;</li><li>2. Increase enforcement of traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;</li><li>3. Expand the use of traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;</li><li>4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;</li><li>5. Increase street lighting where needed to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and</li><li>6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.</li></ol>

### Comprehensive Plan – Transit

<b>Policy Title</b>	<b>Policy</b>
<b>TR-50</b>	Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities. (see Figure TR.9).
<b>TR-52</b>	Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), 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.
<b>TR-53</b>	Work with 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.

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<b>Policy Title</b>	<b>Policy</b>
<b>TR- 54</b>	Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as: <ol style="list-style-type: none"> <li>1. Transit center;</li> <li>2. Passenger shelters;</li> <li>3. Park and ride lots;</li> <li>4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;</li> <li>5. Pedestrian and bicycle facilities;</li> <li>6. Pricing;</li> <li>7. Kiosks and on-line information; and</li> <li>8. Incentive programs.</li> </ol>
<b>TR- 55</b>	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.
<b>TR - 56</b>	Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.
<b>TR- 57</b>	Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.

### **Comprehensive Plan – Regional Transit**

<b>Policy Title</b>	<b>Policy</b>
<b>TR- 58</b>	Participate actively in Sound Transit Phase 1 efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements, including direct HOV access to Downtown Bellevue and the Eastgate Park and Ride lot, and expansion of the Bellevue Transit Center.
<b>TR- 61</b>	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.
<b>TR- 62</b>	Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to: <ol style="list-style-type: none"> <li>1. Intercept trips by single occupant vehicles closer to the trip origins;</li> <li>2. Reduce traffic congestion; and</li> <li>3. Reduce total vehicle miles traveled.</li> </ol>
<b>TR- 63</b>	Encourage transit providers to 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.
<b>TR- 64</b>	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.

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<b>Policy Title</b>	<b>Policy</b>
<b>TR - 65</b>	Work with transit providers and local property owners to develop new leased park and ride lots.
<b>TR- 69</b>	Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.
<b>TR-70</b>	Promote transit use and achieve land use objectives through transit system planning that includes consideration of: <ol style="list-style-type: none"> <li>1. Land uses that support transit, including mixed use and night-time activities;</li> <li>2. Transit-oriented development opportunities with the private and public sectors;</li> <li>3. A safe and accessible pedestrian environment, with restrictions on auto access;</li> <li>4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;</li> <li>5. Urban design and community character that support and facilitate transit use; and</li> <li>6. Protecting nearby neighborhoods from undesirable impacts.</li> </ol>
<b>TR-71</b>	Improve transit connections between downtown Bellevue and other designated urban centers.

### Comprehensive Plan - High Capacity Transit

<b>Policy Title</b>	<b>Policy</b>
<b>TR- 72</b>	Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.
<b>TR- 73</b>	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.
<b>TR- 74</b>	Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with services provided to other urban centers.
<b>TR- 75</b>	Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.

### Comprehensive Plan – Non-Motorized Travel

<b>Policy Title</b>	<b>Policy</b>
<b>TR- 77</b>	Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.
<b>TR- 78</b>	Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.

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<b>Policy Title</b>	<b>Policy</b>
<b>TR- 79</b>	Assign high priority to pedestrian and bicycle projects that: <ol style="list-style-type: none"> <li>1. Address safety issues;</li> <li>2. Provide access to activity centers such as schools, parks, and commercial areas;</li> <li>3. Provide accessible linkages to the transit and school bus systems;</li> <li>4. Complete planned pedestrian or bicycle facilities or trails;</li> <li>5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; and</li> <li>6. Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.</li> </ol>
<b>TR-80</b>	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.
<b>TR- 81</b>	Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan..
<b>TR- 82</b>	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.
<b>TR-84</b>	Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.
<b>TR-85</b>	Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.

### Comprehensive Plan – State Roadways

<b>Policy Title</b>	<b>Policy</b>
<b>TR-92</b>	Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways.
<b>TR-94</b>	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.
<b>TR-95</b>	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.
<b>TR-96</b>	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.
<b>TR-98</b>	Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR- 520 (including non motorized facilities on a replacement for the Evergreen Point floating bridge).



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### Comprehensive Plan – Environmental

Policy Title	Policy
EN-79	Work with the private sector to reduce growth in vehicle trips as a key strategy for reducing automobile-related air pollution.
EN-85	Reduce automobile dependency by implementing growth management strategies that fully integrate land use and transportation planning and continue to develop downtown Bellevue as an Urban Center in order to improve regional air quality.

### Comprehensive Plan – Housing

Policy Title	Policy
HO-14	Encourage housing development Downtown including innovative, affordable housing.
HO-22	Work cooperatively with King County, A Regional Coalition for Housing (ARCH), and other Eastside jurisdictions to assess the need for, and to create, affordable housing.
HO -23	Review Land Use Code regulations to remove barriers or unnecessary standards that discourage affordable multifamily housing and to refine affordable housing incentives so they are more successful. <i>Discussion: The city has spent considerable time revising processes and standards to remove barriers. This policy encourages continuation of this work with an emphasis on housing affordability.</i>
HO-25	Ensure that affordable housing opportunities are not concentrated, but rather are dispersed throughout the city.
HO-26	Involve both the public and private sectors in the provision of affordable housing.
HO -27	Re-assess city guidelines approximately every five years for use of the Housing Trust Fund to ensure they are consistent with changing community needs and priorities.
HO-28	Provide incentives and work in partnership with not-for-profit and for-profit developers and agencies to build permanent low- and moderate-income housing.
HO-29	Encourage the building of affordable housing Downtown.
HO-31	Encourage the development of long-term management strategies for affordable housing in cooperation with not-for-profit housing organizations.
HO-32	Explore all available federal, state, and local programs and private options for financing affordable housing.
HO-34	Address the entire spectrum of housing needs in the city's affordable housing programs.
HO-35	Ensure that all affordable housing created in the city with public funds or by regulation remains affordable for the longest possible term.

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### Comprehensive Plan - Land Use

<b>Policy Title</b>	<b>Policy</b>
<b>LU-7</b>	Support inclusion of residential uses in commercial districts where compatibility can be demonstrated.
<b>LU-30</b>	Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.

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### Appendix H Subarea Plans and Transportation Facilities Plans

Below are policies from the City of Bellevue's Subarea Plans and Transportation Facilities Plans that support CTR goals. Though the subarea plan boundaries are slightly different than the Mobility Management Areas (MMA) that were used to determine area boundaries discussed throughout this plan, the subareas share many common traits with the MMAs. Thus, the subarea polices still provide sufficient support of CTR goals.

#### North Subarea Plan

Policy Title	Policy
S-NB-12	Encourage a variety of housing densities and types of residential areas so that there will be housing opportunities for a broader cross section of the community.
S-NB-13	Permit reasonable house sharing arrangements for person as their social and economic lifestyles change.
S-NB-14	Provide for development of multifamily densities and assisted housing without creating an imbalance of either.
S-NB-31	Provide for energy-efficient transportation facilities and programs for increase utilization of public transit and carpooling in order to link residential areas with employment centers.
S-NB-32	Provide safe and adequate sidewalks on all subarea arterials.

#### Southwest Subarea Plan

Policy Title	Policy
S-BR-14	Construct and maintain city owned streets, sidewalks, paths, trails and other transportation facilities to preserve and maintain public safety.
S-BR-15	Implement the recommended improvements for facilities as identified in the Transportation Facility Plans.
S-BR-17	Encourage the City to make non-motorized interim improvements where major capital projects are not imminent.
S-BR-21	Develop and implement a safe systems plan to provide non-motorized circulation within super blocks.

#### Wilburton Subarea Plan (Coincides with 116<sup>th</sup> Avenue NE Corridor)

Policy Title	Policy
S-WI-15	Encourage multifamily development to provide adequate play areas and other amenities for families.
S-WI-19	Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.

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<b>Policy Title</b>	<b>Policy</b>
<b>S-WI-20</b>	<p>Where capital projects are not imminent, encourage the City to make interim improvements for non-motorized transportation.</p> <p><i>Discussion: Non-motorized facilities along the following routes are a high priority:</i></p> <ul style="list-style-type: none"> <li>• 126th Avenue N.E. from N.E. 8th Street to N.E. 7th Street,</li> <li>• N.E. 7th Street from 126th Avenue N.E. to 128th Avenue N.E.,</li> <li>• 128th Avenue N.E./S.E. from N.E. 7th Street, and</li> <li>• S.E. 7th Street between 128th Avenue S.E. and the Lake Hills Connector.</li> </ul> <p><i>Sidewalks are preferred along this route, but if a sidewalk project is not imminent, then interim facilities are supported.</i></p> <p><i>Interim non-motorized improvements can be accomplished in several ways from the addition of a shoulder in conjunction with a street resurfacing project to modifications to the channelization (or street painting configurations).</i></p> <p><i>Interim non-motorized improvements should be designed so that they cannot be used for parking. The Neighborhood Enhancement Program when available would be a funding source for interim improvements.</i></p>
<b>S-WI-25</b>	<p>Support continuation of the Lake-to-Lake Trail through Wilburton.</p> <p><i>Discussion: The trail should connect from the N.E. 4th Street interchange at I-405 to the Wilburton Hill Park to Kelsey Creek Park to the Lake Hills Greenbelt and Richards Valley.</i></p>
<b>S-WI-30</b>	<p>Improve the appearance of public streets by completing the sidewalk system and adding pedestrian amenities such as benches, bus shelters, public art, and landscape barriers where appropriate.</p>
<b>S-WI-36</b>	<p>Pedestrian walkways should be clear and continuous from surrounding residential areas to the corridor, through the corridor, and from the sidewalks to the entrances of buildings.</p>
<b>S-WI-37</b>	<p>Promote pedestrian amenities which include the provision of sidewalks, street trees, landscape strips, and bus passenger shelters. Building facades should have awnings, windows, offsets, and material texture or color that add interest for the passing motorist and pedestrian. Signage should be integrated with building design.</p>

### Bel-Red/Northrup Subarea Plan

<b>Policy Title</b>	<b>Policy</b>
<b>S-BR-14</b>	<p>Construct and maintain city owned streets, sidewalks, paths, trails, and other transportation facilities to preserve and maintain public safety.</p>
<b>S-BR-15</b>	<p>Implement the recommended improvements for facilities as identified in the Transportation Facility Plans.</p>
<b>S-BR-16</b>	<p>Consider operational solutions to safety and speed problems before developing major capital projects.</p>
<b>S-BR-17</b>	<p>Encourage the City to make non-motorized interim improvements where major capital projects are not imminent.</p>

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<b>Policy Title</b>	<b>Policy</b>
<b>S-BR-18</b>	Ensure that public easements remain open for public access.
<b>S-BR-19</b>	Develop a safe circulation system that accommodates both motorized and non-motorized users in the planning, design, and implementation of transportation projects.
<b>S-BR-21</b>	Develop and implement a safe systems plan to provide non-motorized circulation within super blocks.
<b>S-BR-22</b>	Develop and implement safe mid-block crossings where appropriate on superblocks.
<b>S-BR-23</b>	Give appropriate consideration to the special needs of handicapped and disabled persons in planning systems and designing motorized and non-motorized transportation facilities.
<b>S-BR-24</b>	Encourage transit, ride-sharing, and other means of sharing trips that have beneficial effects on reducing the demand for improvements to existing roadway facilities.

### Crossroads Subarea Plan

<b>Policy Title</b>	<b>Policy</b>
<b>S-CR-16</b>	Construct and operate city-owned streets, sidewalks, paths, trails, and other transportation facilities to preserve and maintain public safety.
<b>S-CR-17</b>	Implement the recommended improvements for facilities as identified in the Transportation Facility Plans.
<b>S-CR-21</b>	Encourage the city to make non-motorized interim improvements where major capital projects are not imminent.
<b>S-CR-22</b>	Ensure that public non-motorized easements remain open for public access.
<b>S-CR-23</b>	Develop a safe, balanced circulation system that accommodates both motorized and non-motorized users in the planning, design, and implementation of transportation projects.
<b>S-CR-25</b>	Develop and implement a systems plan to provide safe non-motorized circulation within super blocks.
<b>S-CR-26</b>	Develop and implement safe mid-block crossings where appropriate on super blocks.
<b>S-CR-27</b>	Give appropriate consideration to the special needs of handicapped, disabled, and elderly persons in planning systems and designing facilities for transportation and non-motorized circulation.
<b>S-CR-28</b>	Encourage the use of transit, ridesharing, and other means of sharing trips that have beneficial effects on reducing the demand for improvements to existing roadway facilities.
<b>S-CR-29</b>	Encourage Metro to provide attractive transit shelters with barrier-free access.

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### Factoria Subarea Plan

<b>Policy Title</b>	<b>Policy</b>
<b>S-FA-5</b>	Encourage any redevelopment to include parks, landscaping, and pedestrian access.
<b>S-FA-11</b>	Encourage mixed-use residential and commercial development within community level retail districts.
<b>S-FA-13</b>	Plan for the long-range transportation facility needs in the Factoria Sub-area through an integrated, multi-modal transportation system.
<b>S-FA-14</b>	Implement the Factoria Area Transportation Study (FATS) Update to transportation and urban design recommendations.
<b>S-FA-20</b>	Encourage the development of mid-block pedestrian connections.
<b>S-FA-21</b>	Provide a network of sidewalks, footpaths and trails with interconnections to areas surrounding the Factoria subarea to accommodate safe and convenient access to community facilities, retail areas, and public transit as well as to accommodate the exercise walker and hiker.
<b>S-FA-37</b>	Encourage inter-jurisdictional cooperation among the City of Bellevue, the state, metro and Sound Transit on transportation concerns.
<b>S-FA-39</b>	Enhance connectivity and accessibility for pedestrians and bicyclists throughout the Factoria area.
<b>S-FA-40</b>	Coordinate with Metro to provide passenger shelters, where warranted, at bus stops on Factoria Boulevard.
<b>S-FA-41</b>	Work with Metro and adjacent property owners to develop a Factoria Station transit center at a location on Factoria Boulevard that is convenient to employees, residents and shoppers.
<b>S-FA-42</b>	Work with Metro and Sound Transit to develop freeway stations on I-90 and I-405 to serve Factoria employees, residents and shoppers.
<b>S-FA-44</b>	Consolidate curb cuts/driveways as redevelopment occurs or when public arterial improvements are planned.
<b>S-FA-45</b>	Encourage adjacent parcels to develop shared driveways to reduce the overall number of driveways along the arterial.
<b>S-FA-46</b>	Provide non-arterial pedestrian and vehicular circulation both between and within commercial parcels.
<b>S-FA-52</b>	Allow buildings to abut Factoria Boulevard public right of way, so long as there is adequate space for the arterial sidewalks.
<b>S-FA-53</b>	Provide building –mounted weather protection for pedestrians.
<b>S-FA-56</b>	Locate and design buildings and parking such that there is a direct pedestrian connection between the public sidewalk and the primary building entrance.
<b>S-FA-58</b>	Use shared parking and provide accessible pedestrian linkages across adjacent sites.
<b>S-FA-61</b>	Provide pedestrian –scale lighting along Factoria Boulevard sidewalks and along on-site walkways.
<b>S-FA-62</b>	Provide sidewalks along Factoria Boulevard that in places may be wider than the City’s standard 12 foot wide arterial sidewalk to comfortably accommodate pedestrians adjacent to this busy arterial, especially near transit stops.

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<b>Policy Title</b>	<b>Policy</b>
<b>S-FA-64</b>	Encourage the coordination of amenities and development of bike racks and pedestrian shelters in key locations.
<b>S-FA-67</b>	A pedestrian bridge may be appropriate over Factoria Boulevard at SE 38 <sup>th</sup> Street, provided there is a clear demonstration of public benefit and design criteria are fully met.
<b>S-FA-68</b>	Develop and implant a wayfinding system to guide pedestrians to attractions in the Factoria Area.

### Eastgate Subarea

<b>Policy Title</b>	<b>Policy</b>
<b>S-EG-2</b>	Encourage restaurants and other commercial uses that serve local workers to be compatible in design with surrounding office development and accessible to pedestrians.
<b>S-EG-8</b>	Limit multifamily housing to locations accessible directly from arterials, as depicted on the Land Use Plan.
<b>S-EG-9</b>	Multifamily housing may be appropriate to separate office and retail land uses from single-family neighborhoods.
<b>S-EG-12</b>	Evaluate the impacts on parking, non-motorized circulations and site access when uses that have high trip generation.
<b>S-EG-14</b>	Improve safety for pedestrians and other non-motorized users by providing and maintaining an integrated on-street and off-street system.
<b>S-EG-15</b>	Consider interim solution for non-motorized users by providing and maintaining an integrated on-street and off-street system.
<b>S-EG-16</b>	Encourage improvement of Metro facilities and service to and from key points in the Eastgate Sub-area.
<b>S-EG-28</b>	Encourage cohesive site and building design in the redevelopment of the Eastgate retail, office and service property. (Redevelopment should enhance the surrounding arterials with pedestrian amenities such as well defined pedestrian walkways that connect surrounding properties with street and building entrances.)
<b>S-EG-31</b>	Encourage residential Planned Unit Development (PUD) to protect steep slopes and preserve open space in the north half of the Sunset Property.
<b>S-EG-32</b>	Develop multi-family housing in the northern and central portion of the Sunset property to take advantage of the site's view potential.
<b>S-EG-35</b>	Designate the 4 acre Saint Andrews Church property and the northern 9.5 acres of the Latter Day Saints Temple property as Single Family High Density (SF-H). (The development of affordable housing may be appropriate for this site.)

**Bel-Red/Overlake Transportation Facilities Plan**

<b>Policy Title</b>	<b>Policy</b>
<b>Policy 1</b>	Provide over the long term an area wide multi-modal transportation system accommodating all forms of travel. This includes but is not limited to automobiles, HOV lanes, transit and transit shuttles, pedestrians and bicycles.
<b>Policy 8</b>	Actively work with WSDOT and other jurisdictions to examine expansion of SR-520, I-405, and SR-520 Access. The cities should work together and with other interests to promote construction of capacity improvements on SR-520 and I-405 as soon as possible.
<b>Policy 9</b>	Improve the transit system serving the Bel-Red/Overlake area. The cities of Redmond and Bellevue shall: <ol style="list-style-type: none"> <li>1. Continue to work with King County Metro and Sound Transit to enhance and modify transit services;</li> <li>2. Evaluate each proposed roadway improvement for, and take advantage of, opportunities to increase the speed and reliability of transit;</li> <li>3. Provide transit signal priority and/or HOV queue bypass on all of the priority [level one] transit corridors for priority movements, and to and from transit hubs;</li> <li>4. Provide pedestrian access within one-quarter mile of transit priority corridors; and</li> <li>5. Consider prioritizing roadway projects which increase the speed and reliability of transit on transit priority corridors.</li> </ol>
<b>Policy 10</b>	Improve the pedestrian and bicycle systems serving the Bel-Red/Overlake area by funding and implementing projects identified in each city's pedestrian and bicycle transportation plans. Cross-reference Policy TR-77, TR-78.

**Pedestrian and Bicycle Transportation Facilities Plan**

<b>Policy Title</b>	<b>Policy</b>
<b>PB-1</b>	Confirm project process prior to implementation by coordinating the planning, development and funding of non-motorized systems with affected citizens, community councils, neighborhood associations, and business groups. Consider pedestrian and bicyclist as users in the planning, design, construction and maintenance of all roadway projects.
<b>PB- 5</b>	Identify and complete key missing pedestrian and bicycle links that serve the objectives identified in Policy TR-57.
<b>PB-9</b>	Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and mid-block crossing where justified by a traffic engineering study.
<b>PB-12</b>	Increase the accessibility to transit by pedestrians.
<b>PB-13</b>	Facilitate the use of transit by bicyclists.
<b>PB-14</b>	Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right of way.



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<b>Policy Title</b>	<b>Policy</b>
<b>PB-15</b>	Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.
<b>PB-16</b>	Consider interim sidewalks, paved walkways or trails as a means to provide pedestrian facilities when the funding for the ultimate project is not programmed or the location of the permanent sidewalks cannot be determined.
<b>PB-18</b>	Internal pedestrian circulation systems shall be provided within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers, and shall conveniently connect to frontage pedestrian systems and transit facilities.
<b>PB-19</b>	Require new or redeveloping properties to provide bicycle parking and other facilities to encourage the use of bicycles.
<b>PB-20</b>	The on-street and off-street transportation system should be designed and monitored to improve security and safety. Lighting, vegetation placement/removal, and police patrols are suggested methods to accomplish this.
<b>PB-21</b>	In conjunction with the Sidewalk Maintenance and Repair Program, notify abutting property owners of their responsibility to maintain sidewalks including pruning overhead and encroaching vegetation, sweeping debris, removing snow and eliminating temporary barriers such as parked vehicles, trash containers and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.
<b>PB-22</b>	Place a high priority on the maintenance of the pedestrian and bicycle system.
<b>PB-23</b>	Establish a training and education program to increase the awareness of city staff about pedestrian and bicycle needs including construction signing, maintenance needs, and increased technical expertise.
<b>PB-24</b>	Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.
<b>PB-25</b>	Develop and implement an information program for bicyclists in Bellevue.
<b>PB-26</b>	Cooperate with the public and private schools, bicycle clubs and other interest groups to provide education programs and strategies to promote safe riding skills and the transportation and recreation opportunities of bicycling.
<b>PB-27</b>	Develop pedestrian and bicycle education programs for motorists.
<b>PB-28</b>	Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.
<b>PB-30</b>	Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.

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### Appendix I

#### Puget Sound Regional Council Vision 2020

Below are policies from the Puget Sound Regional Council's Vision 2020 long-term regional plan that support CTR goals.

<b>Policy Title</b>	<b>Policy</b>
<b>RG 1.3</b>	Preserve and enhance existing, vital neighborhoods and communities in urban areas that are compact, provide choices in housing types, and encourage travel by foot, bicycle or transit.
<b>RG 1.4</b>	Promote design that preserves community character and livability, creates lively and people-oriented areas, and supports transit, pedestrian and bicycle access.
<b>RG 1.5d</b>	Encourage development of convenient and safe bicycle routes and footpaths with connection to stores, schools and other activity areas. Improve transportation connections, particularly transit and bike, between nearby communities.
<b>RG 1.6</b>	Support the transformation of low-density auto-oriented transportation corridors to higher-density mixed-use urban transportation corridors when redevelopment would not detract from centers or compact communities. Corridors that offer include those that are located near significant concentrations of residences or employment, and have the potential to support frequent transit service and increased pedestrian activity. Encourage the redevelopment of these arterials through: a. Addition of transit facilities, pedestrian-oriented retail, offices, housing, and public amenities, b. Building design and placement, street improvements, parking standards, and other measures that encourage pedestrian and transit travel, and c. Provision of pedestrian and bicycle connections between transportation corridors and nearby neighborhoods.
<b>RG 1.7</b>	When new development occurs, encourage conversion of large, undeveloped urban areas in a manner that is pedestrian- and transit-supportive, resource-efficient, and that promotes a sense of community. Encourage a diversity of lot sizes and housing types for rental and ownership by people with different needs. Provide a network of connected streets serving transit, pedestrians, bicycles and automobiles which supports efficient travel and connects developing and established areas. Include stores, transit stops and other neighborhood-oriented uses within walking distance of most residential areas.

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<b>Policy Title</b>	<b>Policy</b>
<b>RG 1.9</b>	Encourage growth in compact, well-defined urban centers which: (1) enable residents to live near jobs and urban activities; (2) help strengthen existing communities; and (3) promote bicycling, walking and transit use through sufficient density and mix of land uses. Connect and serve urban centers by a fast and convenient regional transit system. Provide service between centers and nearby areas by an efficient transit-oriented, multi-modal transportation system.
<b>RG 1.10</b>	Provide opportunities for creation of town centers in urban areas that: (1) serve as focal points for neighborhoods and major activity areas; (2) include a mix of land uses, such as pedestrian-oriented commercial, transit stops, recreation and housing; and (3) encourage transit use, biking and walking through design and land use density.
<b>RC 2.3</b>	Identify and develop changes to regulatory, pricing (such as parking fees, mileage based fees and tolls), taxing and expenditure practices within the region to encourage concentrated rather than dispersed development.
<b>RC 2.8</b>	Integrate land use and transportation planning to encourage health and human services facilities to locate near transit and other services (such as day care, retail and legal) and to promote service delivery at affordable costs.
<b>RC 2.12 F</b>	Monitor implementation of VISION2020 to evaluate the region's success in achieving regional growth management, economic and transportation objectives, including: F. An efficient, multimodal transportation system.
<b>RH 4.2</b>	Achieve and sustain a fair, equitable and rational distribution of low-income, moderate-income and special needs housing throughout the region consistent with land use policies and the location and types of jobs. Transportation facilities and other services should be provided to support a balance of jobs and housing. Provide a diversity of housing types to meet the housing needs of all segments of the population.
<b>RH 4.4</b>	Preserve existing low-income, moderate-income and special needs housing and where appropriate, serve it with transit. Promote development of institutional and financial mechanisms to provide for affordable housing, particularly housing located in and near urban centers and transportation corridors.
<b>RE 7.13</b>	Identify the transportation requirements of leading and emerging sectors of the regional economy, and develop a multi-modal transportation system that recognizes the distinctive needs of all business sectors of the regional economy to move goods, people and information within and through the region.
<b>RT 8.1</b>	Develop and maintain efficient, balanced, multi-modal transportation systems which provide connections between urban centers and link centers with surrounding communities by: <ul style="list-style-type: none"> <li>a. Offering a variety of options to single-occupant vehicle travel</li> <li>b. Facilitating convenient connections and transfers between travel modes;</li> <li>c. Promoting transportation and land use improvements that support localized trip making between and within communities</li> <li>d. Supporting the efficient movement of freight and goods</li> </ul>

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<b>Policy Title</b>	<b>Policy</b>
<b>RT 8.2</b>	Promote convenient inter-modal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.
<b>RT 8.4</b>	Maximize multimodal access to marine ferry routes through: a. Coordinated connections to land-based transit service; b. Safe and convenient bicycle and pedestrian linkages; c. Preferential access for high-occupancy vehicles, and freight and goods movement on designated routes.
<b>RT 8.11</b>	Promote demand management and education programs that shift travel demand to non-single occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investments in surface, marine and air transportation
<b>RT 8.12</b>	Support transportation system management programs, services, and facility enhancements which improve transit's ability to compete with single-occupant vehicle travel times.
<b>RT 8.13</b>	Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high-occupancy vehicle, and non-motorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers.
<b>RT 8.14</b>	Emphasize transportation investments that provide alternatives to single-occupancy vehicle travel to and within urban centers and along corridors connecting centers.
<b>RT 8.17</b>	Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.
<b>RT 8.18</b>	Investments in transportation facilities and services should support compact, pedestrian oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.
<b>RT 8.19</b>	Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.
<b>RT 8.20</b>	Encourage a mix of land uses and densities at major transit access points to meet passenger needs and offer an opportunity to reduce vehicle trips.
<b>RT 8.21</b>	Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

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<b>Policy Title</b>	<b>Policy</b>
<b>RT 8.22</b>	Support the establishment of high capacity transit stations that advance regional growth objectives by: <ul style="list-style-type: none"><li>a. Maximizing opportunities to walk, bike or take short transit trips to access regional transit stations</li><li>b. Locating stations within urban centers and at sites supporting development of concentrated urban corridors;</li><li>c. Providing direct, frequent and convenient regional transit service between urban centers; and</li><li>d. Providing system access to urban areas in a manner that does not induce development in rural areas.</li></ul>
<b>RT 8.27</b>	Promote an interconnected system of high-occupancy vehicle lanes on limited access freeways that provides options for ridesharing and facilitates local and express transit services connecting centers and communities. Assure safe and effective operation of the HOV system at intended design speed for transit vehicles while also enabling the region to assure attainment and maintenance of federal and state air quality standards.
<b>RT 8.29</b>	Promote and support the development of arterial HOV lanes and other transit priority treatments in urban areas to facilitate reliable transit and HOV operations.
<b>RT 8.33</b>	Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility accessibility to transit and ferry services and connections to and between centers.
<b>RT 8.37</b>	Improve inter-modal connections between high capacity transit stations, (including ferry terminals, rail stations, and bus centers), major transfer points, and the communities they serve, primarily through more frequent and convenient transit service.
<b>RT 8.38</b>	Support opportunities to redevelop the road system as multi-modal public facilities, which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.
<b>RT 8.39</b>	Develop a high-capacity transit system along congested corridors that connects urban centers with frequent service sufficient to serve both community and regional needs.

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### Appendix J

#### Methodology - Benefits of CTR Sites Meeting Targeted Goals

Due to time constraints and limited resources, these calculations are only a rough estimate. With State assistance, the City of Bellevue will evaluate the validity of calculations derived from the following methodology.

To estimate the number of new non-drive alone drivers commuting between 6 a.m. and 9 a.m. in 2011, City staff used 2005 CTR Data, the number of affected employees at each site, the total number of all employees at each site and area employment forecasts from the City's Bellevue-Kirkland-Redmond (BKR) model.

#### Step 1: Establish a Baseline and Determine the SOV Rate Change for Each Year

In the North CTR Area, there are four CTR sites. From these sites, there were a total of 513 employees, an area drive-alone rate of 72.5% (based on 2005 CTR survey data), which equated to 368 drive-alone commuters. To calculate the weighted average, the number of drivers was divided by the number of employees, resulting in 71.75% drive-alone rate for the North area.

Area	CTRID	Company	Number of Affected Employees	2005 SOV Affected(%)	Number of SOV Drivers
North					
	E81257	City of Bellevue - Service Center	137	44.0	60
	E87825	Parker Smith & Feek Inc	131	76.0	100
	E80225	IKON, Inc.	110	85.0	94
	E80599	Microsoft Corporation, Civica	135	85.0	115
<b>Total</b>			<b>513</b>	<b>72.50</b>	<b>368</b>
Weighted Average					71.75243665

71.75% is applied as the base year drive-alone rate for the North CTR area. To ensure the City of Bellevue meets its goal of a 10% decrease in Citywide CTR drive-alone rate, the City aims to lessen each CTR area drive-alone rate by 10%. For the North area, to meet the 10% decrease in drive-alone rate, the drive-alone rate must be the following for 2008 - 2011.

Year	The Drive-Along Rate the North Area Needs to Achieve to Obtain 10% Decrease by 2011
2007 Baseline	71.75%
2008	69.96%
2009	68.21%
2010	66.50%
2011	64.84%

#### Step 2: Account for Increased Employment

To account for increasing employment, the forecasted employment increase for each CTR area was applied to the number of employees for the year prior. For

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example in the North CTR Area, the number of employees is estimated to increase each year by the following:

Year	Number of New Employees	Percentage Increased Based on 2007 Area Employee Population (6,588)
2008	6,588	0%
2009	6,613	0.38% increase
2010	6,638	0.38% increase
2011	6,663	0.38% increase

Starting with the baseline in 2007, the increase in employees from 2007 to 2008 is 0. Thus, the number of employees stays the same, however, the number of SOV drivers must be lowered to 69.96%. Thus, 69.96% of the 2008 forecasted employees, results in a total of 359 drive-alone commuters, which is a 2.5% decrease. The 2008 number of drive-alone commuters is then adjusted for any increased employment in 2009 and the 2009 rate change from Step 1 is applied to this number to determine the number of drive-alone drivers in 2009. This process was applied for years 2008 - 2011.

Once the total number of drive-alone drivers was calculated for 2008 -2011, the number of new non-drive-alone commuters between 2008 -2011 was determined by subtracting the number of drive-alone commuters in each year by the number of drive-alone commuters from the previous year. To find the incremental change of additional non-drive-alone commuters, the new non-drive-alone commuters for each year was subtracted by the new non-drive-alone commuters for the pervious year and these results for 2008 - 2011 were added together. Though this calculation does include those new non-drive alone commuters that result due to employment growth, it provides a picture of approximately how many additional non-drive-alone commuters will be on area roadways at the end of 2011.

To estimate the decrease in VMT between 6 a.m. and 9 a.m. in 2011, based on Citywide goal of lessening VMT by 13%, the same methodology was used . To determine the difference between the increase in non-drive-alone commuters and decrease in VMT for all employees, not just those commuting between 6 a.m. and 9 a.m., the number of employees used to create each area's baseline was changed to reflect all employees at each CTR site.

To determine the gallons of fuel saved by the City of Bellevue's CTR Plan, the number of vehicle miles traveled reduced between 2008 and 2011 was divided by the US average fuel efficiency in miles per gallon. Per the Bureau for Transportation Statistics, the average passenger car has travels 22.4 miles per gallon and the average truck travels 16.2 miles per gallon in 2004. Due to not having data regarding the number of passenger cars and trucks commuting within Bellevue, it was assumed that Bellevue commuters travel 20 miles per gallon of gas.

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To calculate the decrease carbon dioxide emitted by 2011, the total decrease in vehicle miles traveled was divided by the average fuel efficiency in miles per gallon of gas and multiplied by the amount of carbon dioxide emitted per gallon of gas. The Environmental Protection Agency has found that the carbon dioxide emitted per gallon of gas is approximately 19.4 pounds. The number of pounds of carbon dioxide emitted resulting from this calculation was then converted into tons through dividing the result by 2,000.



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### Appendix K

#### CEO and Program Manager Survey

The City of Bellevue conducted a survey of both company CEOs and on site CTR Program Managers to learn more about what strategies can help CTR sites meet their targeted goals. 3 CEOs and 12 Program Managers provided responses to survey questions promoted through Survey Monkey.

#### **CEO Survey Results**

**1. On a scale of 1 to 5 (1 = No knowledge to 5 = Total Understanding), rate your awareness of what the CTR law requires your company to do.**

3 responses total – Average Knowledge – 1 Person, Above Average Knowledge – 1 Person, Full Understanding – 1 Person.

**2. How can we help you/your employees better understand the CTR law and regulations?**

Respondent 1: No Opinion

Respondent 2: By continuing to provide commute trip reduction training for new ETCs and refresher courses for existing ETCs in Bellevue.

Respondent 3: Updated guide that can be provided to employees.

**3. How does traffic congestion impact your employees' and company's productivity?**

Respondent 1: Severe Impact. Hard to hire people to work here. People that do work here get to work late or leave early to reduce commute time. Everybody wants to work from home, but it is not an option in our business. Negatively impacts morale.

Respondent 2: This is a difficult question. I am not aware of any studies that have been completed that directly correlate traffic congestion with productivity.

Respondent 3: Significantly!

**4. On a scale of 1 to 5 (1 = No concern to 5 = Concerned enough to consider moving the work site), how concerned are you about the impact of traffic congestion five years from now?**

3 responses – 1 person was concerned, 1 person was very concerned and one person was concerned enough to move company.

**5. What would motivate your employees to reduce the number of drive alone trips to work?**

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Respondent 1: A reasonable alternative. A mass transit system that didn't take twice as long to get to work. We provide free bus and train passes (Flexpass) but most people won't use them because our mass transit system is a joke.

Respondent 2: We have approximately 50% of our employees using commute alternatives to driving alone – with a significant portion of those folks riding the bus. A huge incentive would be for ALL downtown building owners to offer their tenants who use commute alternatives several free park days per month and/or reduced parking fees.

Respondent 3: The majority of our employees go to customer sites, so they have to use automobiles. Those who are full time in the office, would require easy bus access and not have to go way out of the way for transfers that add significantly to their travel time. If it takes as long for a person to get to work using transit – they'll take their cars.

### **6. What can your company do, that it is not already doing, to promote alternative commute options?**

Respondent 1: Symetra has a very robust program today. This includes the promotion of wheel options, rideshare zip to lunch, subsidized flex passes and van pool fares, free van pool parking, guaranteed ride home, May bike to work promotions, Fill it up promotions - we promote our program during new employee orientations and have a robust intranet site with links to all major agencies.

Respondent 2: We already have flexible work hours, a performance based flexibility program (high level performers are allowed to work from home 2 days a week) and provide Flexpass. I don't know what more we could do. We need government to spend our tax dollars more efficiently and fix the congestion problem instead of expecting companies to do it by limiting work hours or absorbing more costs.

Respondent 3: We already have a good plan in place - and many teleworkers.

### **7. What can the City of Bellevue do to support your company's CTR program?**

Respondent 1: Free shuttle buses within City Limits

Respondent 2: Information and the inception of programs that promote commute alternatives – continue to keep our ETCs informed so they can do their job better.

Respondent 3: Work with Metro to get effective bus service.

### Program Manager Survey Results

#### 1. What significant barriers do your employees face when choosing or attempting to use an alternative mode of transportation to commute to work?

Respondent 1: Effective alternatives to SOV. Bus service is limited and can be time consuming from many areas. Carpools are difficult – people are spread out and have few match options. Also whenever there is a change of jobs or schedules, it disrupts carpooling arrangements.

Respondent 2: Where they live might not have easy access to alternative modes of transportation. They are too attached to their cars and prefer driving. Don't know or are too nervous or hesitant to use something other than their own vehicles. Not enough rewards or incentives.

Respondent 3: Not enough lunch places within walking distances. Most of our employees have duties outside of our building and need their cars.

Respondent 4: Half of our employees need to commute to different locations that differ each day or week. We are an accounting firm and for our employees during our busy season are not able to carpool because of their work schedule hours. They are working very long days and by the time it is time for them to go home, the buses have stopped running or there is an hour wait for the next bus. It is also hard for us to put together carpools when employees need to be in different places visiting our clients.

Respondent 5: Alternating work schedules makes it hard to carpool and many employees live at least 1-2 hours away, making it hard to use public transportation or bike to work.

Respondent 6: Schedule implications; mobility during the day; poor transit availability.

Respondent 7: Poor bus schedule to work location. Distance from Park and Ride to work location.

Respondent 8: Fluctuating work hours. Need for vehicle to call on vendors.

Respondent 9: 1. Bus routes are currently arranged such that the wait times for connections are too long according to some at the hospital. 2. There is no provisions to protect people while they are waiting for the bus at Overlake Hospital. Covered waiting would help make it more convenient.

Respondent 10: Transportation during lunch breaks, like the use of flex car for personal errands, doctor's visit or out to lunch.

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Respondent 11: Safety and distance. There is no safe walkway available on 112<sup>th</sup> near our office park and the closest bus stops are rather far away. Given the fact that many of our staff would have to take two buses just to get to the nearest park and ride and then walk next to the roadway where there is no sidewalk for a considerable distance, most of us opt not to use the bus. Additionally, it is difficult for our folks who often work on tight deadlines to be able to leave work at the exact same time each day to be able to meet the schedule demands of a vanpool or bus.

Respondent 12: Dropping kids off at school on the way to work – Time involved in commuting – Lack of accessible routes, especially in outlying areas i./e, east king county – Work schedules.

### **2. What transit improvements, if any, could help lessen the number of drive alone commute trips to your site?**

Respondent 1: More direct and more frequent routes.

Respondent 2: I think a link rail system coming through Bellevue from both North and South would be very helpful. I know they are in the process right now of building one, but I don't know if it will be going through Bellevue? I know I would use it being that I live up North and can't stand driving in all the traffic.

Respondent 3: If the bus stopped directly in front of our building.

Respondent 4: If there were more buses that would travel in the evenings on a more regular basis.

Respondent 5: Commuter train running the length of 405 from Lynnwood to Bellevue.

Respondent 6: Incentives for carpoolers; robust region wide telework incentives; improved transit access.

Respondent 7: Improved bus schedule and shuttle from Park N Ride to work location.

Respondent 8: More bus routes More direct routes from North I5 to Bellevue

Respondent 9: Schedules and wait times

Respondent 10: Easier pick-up and drop-off at the site by transit authorities. Our current drop-off intersection is not safe for transit commuters crossing the busy intersection.

Respondent 11: Absolutely a few closer bus stops and a sidewalk on 112<sup>th</sup> and 124<sup>th</sup>.

Respondent 12: More pick-up points – More direct routes - Rail

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### **3. What pedestrian/bicycle facility improvements, if any, could help lessen the number of drive alone commute trips to your site?**

Respondent 1: Most people do not live close enough to make this viable. Those living closer would be more likely to bike if there were a dedicated network of trails.

Respondent 2: I personally don't think it would help tremendously. I know maybe one person that actually lives in Bellevue who could walk to work. I think a motorcycle facility would be great because soon we will all be driving them because of gas prices. But the cost of living limits us from walking to work here in Bellevue. I know a lot who live in Seattle and live up north. Walking or riding their bike is probably out of the question.

Respondent 3: None.

Respondent 4: We only have a few bicyclists at our company and they only wish that there were showers that they could use on a regular basis.

Respondent 5: None, employees live too far from the work site.

Respondent 6: Separated facilities where possible

Respondent 7: None

Respondent 8: Not sure

Respondent 9: Bike lanes would improve safety and increase participation.

Respondent 10: We need more bicycle lockers and racks for a bicyclists. We have a waiting list of 30 bicyclists who need lockers. We have adequate shower lockers for our sweaty commuters.

Respondent 11: Sidewalks!!!

Respondent 12: Free access to building shower facilities Secure bike storage Safe bike transit lanes.

### **4. What resources or support would make it easier for you to promote van/carpool options to your employees?**

Respondent 1: Expanding mileage range for vanpools.

Respondent 2: I think collecting where everyone in our office lives and then from there giving a list to all of our employee's people in their area that are looking for van or car pool buddies. Maybe then they will think more about how much easier it would be to use that mode than driving alone.

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Respondent 3: More incentives.

Respondent 4: I wish that there was a way to promote carpooling and vanpooling in our building, besides just our company. I personally have used Rideshareonline.com and I promote this tool to our employees. I also really like that we get vanpool bulletins emailed out, because I just email those out to our employees.

Respondent 5: Several employees carpool, however it is hard for most due to the varying daily/weekly schedules.

Respondent 6: Financial incentives and free parking.

Respondent 7: None

Respondent 8: Educational meetings held actually on site by a representative of the transit system.

Respondent 9: The hospital has preferential parking for car and vanpoolers, there is some incentive there. We also provide “Commuter Dollars” for those registered. Carpool lanes are another obvious benefit, Interstate already has them in our area. More financial incentives would also probably help.

Respondent 10: Support dedicated staff to complete ride matches for our staff, incentive of \$1.50 to \$2.00/trip and \$60- \$70/month for vanpoolers from Seattle.

Respondent 11: Sidewalks!!!

Respondent 12: Free or reduced parking costs for carpools/vanpools.

### **5. What would motivate your employees to reduce the number of drive-alone trips to work?**

Respondent 1: I think many already are motivated, but suitable alternative are the limiting factor.

Respondent 2: If we couldn't park in our building at all, If we had to pay more for parking. Gas prices went through the roof like they are now. If we had to pay tolls to get from home to work.

Respondent 3: Bus stop closer, somewhere to eat that is closer and more of a dollar incentive.

Respondent 4: I think that we offered an incentive to have them try a different commute and as long as it wasn't during busy season. Our company offers partial payment for parking (we pay \$65) for monthly parking in our garage and the company pays 100% of the parking costs for managers and above. I think if we

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stopped offering that, our employees would be more inclined to this about other alternatives to just driving alone.

Respondent 5: Not sure

Respondent 6: More promotion around “pick one day” and less expectation of employees using alternatives every day.

Respondent 7: Better and more frequent bus schedule. Shuttle from Park N Ride to work location.

Respondent 8: Incentives such as discounts, coupons, etc. off purchases at well know stores like REI, etc.

Respondent 9: See previous suggestions

Respondent 10: Flex car for errands, higher financial incentives of \$2/trip. Recognition and promotion for those who try, to managers and rookies.

Respondent 11: Sidewalks! Help in developing a way to promote carpooling – not just bus and vanpooling.

Respondent 12: Require employees to pay for parking – Offer subsidized bus passes.

### **6. What can your company do, that it is not already doing, to promote alternative commute options?**

Respondent 1: Don't know

Respondent 2: Maybe to actually give compensation or money back to the people who choose to use alternative modes. Maybe they can get an extra day off work. I don't really know. We give our employees a free bus pass. . . that alone costs a lot.

Respondent 3: Possible bring lunch in once a month or more?

Respondent 4: I want to establish a commute center, that has the zip code matching and I have not had the time to set it up. I want to have a map that shows all the employees in one area and they could contact that employee to see if they want to commute together. I just need to contact our rep from King County Metro to help me with this project.

Respondent 5: Provision of vans for vanpools.

Respondent 6: Expanding financial incentives to carpoolers; expanding telework; expanding mobility alternatives during the work day.

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Respondent 7: We have people, time and dollars on the program. Need improved bus schedule, shuttle from Park N Ride to work location .

Respondent 8: More education.

Respondent 9: The hospital already pays for Commuter Dollars and Flex Passes. We also have designated parking car and vanpools. We will be relocating the carpool lot into the South Tower Parking area as soon as it is available. That means no walking in the rain to get to, and from, your vehicle.

Respondent 10: More managers participating in alternative commuting to set the examples. Managers leadership in communication and discussion on alternative commuting.

Respondent 11: We provide flexible work schedules, have bike racks, showers and lockers in the facility, subsidies for vanpooling and Metro passes, as well as post local CTR funded programs.

Respondent 12: Currently we pay 100% of parking for employees. We could subsidize parking on a less than 100% level. This would be an easier sell to employees if the city required it.

### **7. What can the City of Bellevue do to support your company's CTR program?**

Respondent 1: The program is not what is holding back participation.

Respondent 2: Come by and speak to all of us maybe twice a year. Maybe the more they hear all the good things reducing their drive-alone trips can be, they will be more motivated to use other methods of transportation. Give us statistics!

Respondent 3: Possibly come out and give a talk?

Respondent 4: City of Bellevue already offers the 3 free park days in our garage, which our employees really enjoy. I would like to know when or if the City of Bellevue has a commute fair. That way our employees could go and learn about other alternatives in the Bellevue area.

Respondent 5: Not sure

Respondent 6: Partnering with financial incentives with businesses; expanding incremental improvements to the existing systems (queue jumps, signal timing, expanding partnerships with Metro, ST, to deliver service alternatives more quickly).

Respondent 7: Improved bus service, shuttle from Park N Ride to work site, enforce Property Management have a program – not to ride on their tenants programs.

Respondent 8: Not sure



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Respondent 9: Work to provide more bike lanes and provide a covered bus stop near the hospital.

Respondent 10: Initiative partnership in alternative commuting and promote clusters in alternative transportation.

Respondent 11: SIDEWALKS

Respondent 12: Increased subsidy on bus passes – Not require company to purchase all employees a pass to participate in the program.