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## CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 5323

A RESOLUTION establishing City policies and making recommendations to Metro regarding which rapid transit alignments and other transit improvements warrant further evaluation during the Alternative Analysis phase of Metro's Rapid Transit Study.

WHEREAS, the Municipality of Metropolitan Seattle is authorized by public vote and chapter 35.58 RCW to perform the function of metropolitan public transportation planning and operation for the Seattle-King County metropolitan area; and

WHEREAS, on June 6, 1988 the City of Bellevue approved a motion to participate in studies on feasibility and funding of a high capacity transit system; and

WHEREAS, on September 1, 1988 the City Council passed Resolution No. 5052 in support of the goals of Metro's long-range planning, including consideration of high capacity transit development in King County; and

WHEREAS, on September 15, 1988, the Metro Council passed Resolution No. 5506 which directed Metro staff to propose a rail and bus system to be integrated into its Long-Range Plan for Public Transportation; and

WHEREAS, on March 16, 1989, the Metro Council passed Resolution No. 5566 approving the 4-year rail and integrated bus system planning work program;

WHEREAS, the City recognizes that Metro is authorized to make the decision to implement a regional rail and integrated bus system; and

WHEREAS, the City desires to make recommendations to Metro Transit's Planning Subcommittee and the Metro Transit Committee regarding the issues of alignments, funding, evaluation and other public transportation improvements related to Metro's rapid transit study; now, therefore

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

Section 1. The City of Bellevue supports Metro's rapid transit study as a component of its long-range public transportation planning efforts, and intends to actively participate in the Alternatives Analysis and environmental review phases of this study.

Section 2. The City of Bellevue supports development of a transportation system plan that will maximize mobility of those who live and work on the Eastside through careful analysis and integration of all transportation modes, policies and programs.

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Section 3. The City Council recommends that Metro proceed to develop a "system plan" for rapid transit consistent with the following policies:

1. The regional rapid transit system should serve the East Corridor; several mode and alignment options shall be evaluated for that corridor as part of the Alternatives Analysis.

2. Metro should not select preferred transit technologies, i.e. rail, transit-way or bus-way, for any corridor until the Alternatives Analysis is completed.

3. The regional rapid transit system must include collector and distributor systems that incorporate innovative approaches to service and technology to serve lower-density development.

4. The regional rapid transit system must integrate the various mobility needs of specific markets. Such needs may include networks of express buses connecting major activity centers not directly served by the rapid transit system, local, small-vehicle circulation systems, and/or demand-responsive services.

5. The regional rapid transit system should serve downtown Bellevue; however, specific downtown service alignment decisions should not be made prior to completion of the Alternatives Analysis.

6. The Alternatives Analysis should evaluate two alignment options between I-90 and SR 520 through downtown Bellevue: one along Bellevue Way and N.E. 6th Street, and the other along I-405 from I-90 to downtown Bellevue. The analysis should also evaluate on grade transit along I-405 and on the Burlington Northern right-of-way.

a. The Bellevue Way/N.E. 6th Street alternative will evaluate the costs of a grade-separated surface route as well as of a tunnel.

b. The I-405 option alternative will evaluate surface and elevated busway alternatives.

7. The Alternative Analysis should include two rapid transit lines beyond the intersection of I-405 and SR 520. One should go to the Totem Lake area in Kirkland, and the other should go to Redmond via SR 520. Both lines should be constructed within a reasonable time period if the rapid transit system in the East Corridor becomes feasible.

8. The Alternatives Analysis should include an option which does not include a rapid transit system. This option, called the transportation system management (TSM) option, should be evaluated against rail or transit-way options.

9. The Alternatives Analysis should include comparisons of capital and operating costs among the alternatives. The cost of converting bus-based options to rail should be identified separately and should not be included as part of the bus-based options.

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10. The 1992 transit proposal must include a phasing package of short-range transit and transportation improvements to enhance the existing transit operation prior to the full implementation of a rapid transit system. The proposal should be based on Metro's long-range plan which must also demonstrate the integration of the regional network of highways, HOV lanes and transit systems serving major activity centers.

11. Metro's future capital and operating resources should be equitably divided among the East, North and South Corridors based on the recognition that:

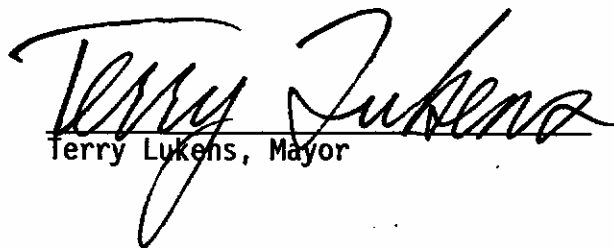
- o The last 20 years have witnessed rapid suburban population and employment growth;

- o transit service during the same period has focused upon serving the central city;

- o suburban traffic congestion is consequently increasing at alarming rates.

PASSED by the City Council this 15<sup>th</sup> day of October, 1990, and signed in authentication of its passage this 15<sup>th</sup> day of October, 1990.

(SEAL)

  
Terry Lukens, Mayor

Attest:

  
Marie K. O'Connell, City Clerk