



**DATE:** March 14, 2024

**TO:** Chair Stash and members of the Transportation Commission

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**SUBJECT:** Transportation Element Draft Policy Amendments

**DIRECTION REQUESTED**

- Action
- Discussion/Direction
- Information

Staff seeks a recommendation from the Transportation Commission to the Planning Commission for the updates to the Comprehensive Plan Transportation Element policies. Policy recommendations were last shared with the Transportation Commission on January 11.

**BACKGROUND/INFORMATION**

On January 11, staff reviewed draft Transportation Element policy recommendations with the Commission for discussion and input. The review focused on changes to policies that resulted from subject matter expert review and new information from additional analysis. The Transportation Commission recommended two additional changes. Those are outlined below.

**DRAFT POLICY RECOMMENDATION**

In Attachment A, staff has compiled the draft Transportation Element policy amendments. The format for the policy amendments highlights the recommended change to the existing policy, with underline/strike-through text.

At the January 11 meeting, the Commission recommended two areas for further study by staff and potential change.

1. The Transportation Commission recommended changing the section header for the “Residential Safety” section (formerly “Neighborhood Protection”) to “Residential Safety and Livability”. Staff studied this change with the subject matter experts in the Transportation Department responsible for residential street design and safety. Staff concur and recommend making the change.

2. The Transportation Commission was concerned that it was not clear in policy TR-23 to which streets “Complete Streets” applies. Staff studied this and recommend to clarify that the definition of a Complete Street applies to arterials (see definition below) and to retain the recommended language for policy TR-23.

“Complete Street – An arterial street that provides context-appropriate facilities for people of all abilities to travel using their choice of mode, including vehicles, active transportation modes, and transit, while promoting safe operation for all users.”

### **ONE ADDITIONAL STAFF RECOMMENDATION**

At the request of our subject matter experts in Transportation finance– who are always looking for outside resources to support building transportation infrastructure – staff recommends amending a policy in the Transportation element to reference the Transportation Improvement Program (TIP). State law (RCW 35.77.010) requires all local jurisdictions to annually adopt a six-year program of transportation improvements, known as the Local TIP, by the end of June each year. The TIP is adopted on the recommendation of the Transportation Commission, as a comprehensive inventory of transportation projects the city would choose to build if funding was not constrained. Some funding providers require the TIP to be referenced in policy. Staff recommends the following policy amendment.

TR-119 (old number TR-135): Maintain broad-based financing capability to ~~meet the city’s adopted mobility targets~~ address Mobility Implementation Plan Performance Targets gaps through a mix of funding sources, as identified projects adopted in the **Transportation Improvement Program (TIP)**, ~~the~~ TFP and the CIP. ~~Seek broadly based financing through proportional participation from the beneficiaries of the system, including:~~

- ~~1. The citywide community;~~
- ~~2. Existing businesses and property owners; and~~
- ~~3. New development.~~

### **NEXT STEPS**

The Transportation Commission is asked to take action to recommend the amendments to Transportation element policies as shown in Attachment A, and to approve the draft transmittal letter that is Attachment B to communicate the Commission’s recommendation to Planning Commission.

### **ATTACHMENTS**

- Attachment A. Staff Recommendation for Transportation Element Policy Amendments
- Attachment B. Transmittal Letter