

Attachment A

Transportation Commission Packet 11/2/2023

BelRed Look Forward CPA			
Preliminary Staff Recommendations for Transportation policy amendments for the BelRed Subarea Plan			
Policies recommended to be Retained			
Policy Number	Current Policy		
S-BR-72	Support the development of a Transportation Management Association in the BelRed Subarea to assist employers in providing commute options for employees.		
Policies recommended to be Moved			
Policy #	Current Policy	Reason	
S-BR-61	Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages, in the design and development of roadways that intersect stream corridors.	Move to Transportation Element, <i>Environmental Considerations</i> section, as this policy is applicable citywide. This policy direction also exists in the Environment Element, policy EN-67.	
Policies recommended to be Amended			
Policy #	Current Policy	Staff Recommendation (TC, 11/2/23) New/Deleted language/Retained	Reason
S-BR-51	Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure S-BR.2 (map of system improvements), that provides enhanced, multi-modal travel connections within the Bel-Red	Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure S-BR.2 (map of system improvements) , that provides enhanced, multi-modal travel connections within the Bel-Red	Project lists and maps are not part of Subarea plans (as they once were). This is primarily due to changing circumstances that may modify a project description, remove a project, or add a project – each of these circumstances would require a Comprehensive Plan amendment.

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	Subarea, and to other parts of the City and region.	Subarea, and to other parts of the City and region.	Project concepts are listed in the Transportation Improvement Program (2023-2028 TIP, Resolution 10101, updated annually) and the Transportation Facilities Plan (2022-2033 TFP, Resolution 10112, updated every several years) before they are funded in the Capital Investment Program Plan (updated biannually).
S-BR-55	Extend and expand NE 16th Street as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.	Extend NE 16th Street <u>Spring Boulevard</u> as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.	In the BelRed Subarea Plan (2009), this arterial was given the generic name of NE 16 th Street. The City Council changed the name of the arterial to NE Spring Boulevard in March 2014. The next and last segment of NE Spring Boulevard to be completed is between 124th Avenue NE and 130th Avenue NE. This segment is currently in design.
S-BR-56	Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.	S-BR-56.a. Provide for Develop local streets <u>through development review</u> to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. S-BR-56.b. Minimize crossings of streams and wetlands by local streets; use and provide for environmentally friendly pedestrian and bicycle crossings where needed to provide for local connectivity.	Policy reinforces provisions for Local streets in BelRed that are established in the Land Use Code, BelRed Street Development Standards (BCC 20.25D.140) S-BR-56 is two separate policies because there are two policy topics. Separate policy to provide for ped/bike crossings of streams that are not on streets. One new stream crossing is anticipated, over the West Tributary of Kelsey Creek, with the segment of NE Spring Boulevard between 124 th Ave NE and 130 th Ave NE.

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S-BR-57	Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.	Encourage <u>developers to provide</u> garage and service vehicle access via local and secondary streets and alleys. <u>Limit access points rather than</u> along arterial streets.	There are no “secondary” streets or “alleys” defined in the BeRed Subarea Plan or the Land Use Code. Policy intent is to encourage the private sector to develop vehicle access to their new buildings from local streets where reasonable and feasible, because arterials have multiple active transportation functions where vehicle access could conflict with active transportation users. This policy intent is implemented through a provision of the Land Use Code (BCC 20.25D.140). This policy intent is also addressed citywide in the Transportation Element <i>Roadways</i> section, policy TR-60.
S-BR-60	Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character.	Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character, <u>consistent with the Curb Management Plan.</u>	On-street parking in BelRed is required on certain streets as defined in the Land Use Code (LUC 20.25D.140.E). On-street parking in BelRed is a component of the Curb Management Plan. In the MAPS curb typologies, on-street parking is “S” (storage) and this non-regulatory designation is slightly more extensive on local streets than the Land Use Code.
S-BR-63	Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating,	Improve pedestrian connectivity and the quality of the pedestrian environment with a <u>comprehensive complete and connected</u> sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting,	Specific pedestrian amenities are determined in the context of public projects and private development to address the needs of specific situations. Policy that lists components is prescriptive and not necessary. BelRed Subarea Design Guidelines in the Land Use Code (BCC. 20.25D.150) provide narrative guidance and illustrative examples.

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	transit shelters, and weather protection.	seating, transit shelters, and weather protection.	
S-BR-64	Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad corridor.	Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, NE Spring Boulevard, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad regional <u>Eastrail</u> corridor.	NE 16 th Street is now NE Spring Boulevard BNSF corridor is now Eastrail
S-BR-65	Develop multiple access points to the planned BNSF corridor multi-use trail.	Develop multiple access points to the planned BNSF corridor multi-use <u>Eastrail</u> .	BNSF corridor is now Eastrail. <i>This policy concept is covered in Transportation Element, Pedestrian and Bicycle Transportation section policies TR-119 and TR-120, so it could go in the "Repeal" category.</i>
S-BR-67	Work with King County Metro and other transit providers to serve emerging new land uses in the Bel-Red Subarea, and to connect to and support future light rail or alternative forms of high capacity transit, including: a. Enhance conventional transit service throughout the Bel-Red Subarea; b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail	Work with King County Metro and other transit <u>service</u> providers to <u>ensure the light rail stations in serve emerging new land uses in the Bel-Red Subarea are well-served by fixed-route bus service consistent with the Bellevue Transit Master Plan,</u> and to connect to and support future light rail or alternative forms of high capacity transit, including: a. Enhance conventional transit service throughout the Bel-Red Subarea;	Specific emphasis added to BelRed for bus connections to light rail. Collaboration with transit service providers is thoroughly covered in citywide policy. Transportation Element: TR-67, TR-69, TR-70, TR-71, TR-72, TR-73, TR-77, TR-80, TR-81, TR-82, TR-83, TR-87, TR-89, TR-94, TR-96, TR-98, TR-103

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	<p>station areas, as an interim measure in advance of light rail operations; and c. Provide transit feeder service from other Bellevue neighborhoods into transit- oriented development nodes at future light rail stations.</p>	<p>b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an interim measure in advance of light rail operations; and c. Provide transit feeder service from other Bellevue neighborhoods into transit- oriented development nodes at future light rail stations.</p>	
S-BR-69	<p>Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.</p>	<p>Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features <u>consistent with the Mobility Implementation Plan</u> through a combination of public investments and a regulatory framework applicable to private development.</p>	<p>Mobility Implementation Plan (Resolution No. 10085) identifies components at and near bus stops intended to support transit rider comfort, access and information. These components may be implemented through private development or in partnership with transit service providers. <u>Could be repealed as the MIP applies citywide.</u></p>
S-BR-73	<p>Manage the parking supply and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized commute options.</p>	<p>Manage the <u>supply of</u> parking, <u>supply and consider including by</u> establishing maximum parking requirements, to encourage the use of transit, car/van pool, and non-motorized <u>commute mobility</u> options.</p>	<p>Parking requirements in the Land Use Code have changed over time, particularly in areas that are well supported by transit. This policy would support the continued analysis and evolution of parking requirements. <u>Could be repealed as parking requirements are provided in the Land Use Code for development in BelRed and citywide, and Transportation Element <i>Transportation Demand Management</i> section policies provide broad citywide support for mobility options.</u></p>

Policies recommended to be Repealed

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Policy #	Current policy	Reason
S-BR-52	Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.	This policy is in the Transportation Element, <i>Environmental Considerations</i> section, TR-148
S-BR-53	Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system. (See Table BR-1, Bel-Red Transportation Project List.)	Transportation Element, <i>Roadways</i> section policy TR-53 provides citywide direction to provide sufficient arterial rights-of-way. Local streets and other types of non-arterial connections are provided for in the BelRed Land Use Code. Transportation projects are listed and described in the Transportation Improvement Program (TIP) and the Transportation Facilities Plan (TFP)
S-BR-54	Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.	The design of arterials and local streets is provided for in the citywide Transportation Design Manual . BelRed-specific design components are included in the BelRed Streetscape Plan (This is Appendix B to the Transportation Design Manual). BelRed Street Development Standards are in the Land Use Code 20.25D.140.
S-BR-59	Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.	Direction and design specifications are provided in the Transportation Design Manual, BelRed Streetscape Plan (This is Appendix B to the Transportation Design Manual)
S-BR-58	Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.	Policy regarding a new interchange at SR 520 and 124 th Avenue NE is covered in Transportation Element, <i>State and Federal Highways and Corridors</i> section, policies TR-125 and TR-131.

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S-BR-62	Include pedestrian and bicycle facilities in the design of arterials and local streets.	Pedestrian and Bicycle Transportation Plan Mobility Implementation Plan Transportation Design Manual, BelRed Streetscape Plan
S-BR-66	Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.	NE Spring Boulevard across the West Tributary of Kelsey Creek (between 124 th Avenue NE and 130 th Avenue NE) is currently in design. This segment will be a bridge structure that will accommodate a trail along the creek below, as well as facilities for pedestrians and bicyclists on the bridge itself. Other trail locations suitable for grade-separation from streets have not been identified.
S-BR-68	Work with Sound Transit to realize the City's preferred light rail route, alignment and station locations, as shown in Figure S-BR.2. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.	Complete
S-BR-70	Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.	Complete
S-BR-71	Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.	Transportation Demand Management policies for citywide application are included in the Transportation Element, <i>Transportation Demand Management</i> section, policies TR-8 through TR-19.
S-BR-74	Promote the development and management of parking supply to encourage the use of transit, car/van pool, and non-motorized commute options, recognizing that in areas with compact, transit-oriented design, a surplus of parking and/or poorly designed parking detracts from the pedestrian environment and the ability of the area to maximize travel choices.	Parking supply, including bicycle parking, and the design thereof is a provision of the BelRed Land Use Code (BCC 20.25D.120).

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S-BR-75	Develop and implement strategies to minimize neighborhood cut-through traffic associated with Bel-Red development. Monitor the outcomes of these efforts and make adjustments as needed to ensure their effectiveness.	Neighborhood traffic issues and concerns are addressed at a policy level in the Transportation Element, <i>Neighborhood Protection</i> section policies TR-149 and TR-157, and projects are identified and implemented through the Neighborhood Traffic Safety Services Program, the intent of which is to: <ul style="list-style-type: none">• Discourage excessive speed• Minimize cut-through traffic• Reduce overflow parking• Encourage walking and biking
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New Policies. There are no new policies recommended at this time (November 2023).

The Final Environmental Impact Statement for the Comprehensive Plan Periodic Update may reveal some policy gaps that will be addressed in this section. **The FEIS will be released in Q1 2024.**