

City of  
Bellevue



# Transportation Commission

**DATE:** September 8, 2022  
**TO:** Chair Stash and Members of the Transportation Commission  
**FROM:** Kate Nesse, PhD, Senior Planner, 452-2042  
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**SUBJECT:** Comprehensive Plan Periodic Update: Transportation Element Policies

Staff request that the Transportation Commission review the scope of the updates to the Comprehensive Plan Transportation Element policies, discuss and provide comments to staff as they move forward with the proposed scope.

Action

☒ Discussion

☒ Information

## PROJECT EXECUTIVE SUMMARY

Bellevue's Comprehensive Plan provides the roadmap for growth in the city. Washington State's Growth Management Act (GMA) directs counties and cities to periodically update their Comprehensive Plans. The Transportation Commission was introduced to the overall scope of the update at the meeting on March 10, 2022. At the meeting on September 8, 2022, Transportation Commission will review and provide comments on the specific scope of the Transportation Element. For reference, Commissioners may view the existing policies in the [Transportation Element](#) online.

## COUNCIL DIRECTION

On February 28, 2022 the City Council directed the Planning Commission to manage the Comprehensive Planning Periodic Update. They directed the other boards and commissions to contribute to the update in relation to the Elements and to provide policy recommendations within their respective areas of expertise.

## CONTEXT OF THE PROJECT

The state Growth Management Act directs cities and counties to update their comprehensive plans every 10 years (RCW 36.70A). The current update must be adopted by 2024. Within the state of Washington, a specific framework is utilized to ensure consistency and coordination

between jurisdictions. The majority of this framework is outlined in RCW 36.70 and 36.70a. Bellevue's Comprehensive Plan is guided by policies in King County's Countywide Planning Policies, Puget Sound Regional Council's (PSRC's) Vision 2050 and Multicounty Planning Policies, which are all created within the framework of the state's Growth Management Act (GMA).

The Transportation Commission is directed by city code to participate in this process by, "preparing, reviewing and recommending comprehensive plan updates" in cooperation with the Planning Commission (Bellevue Code 3.63.070.I).

### **OPTIONS BEING CONSIDERED**

Each element of the Comprehensive Plan includes introductory narrative text and a number of policies that are divided into topical sections. The introductory text gives some history of the city, provides the planning context, and an explanation of the policy direction that the city is taking. This will be updated in 2023. Right now, the project team is considering the detailed scope of changes for the policies. Such changes include:

- 1) Addition of new policies: Adding policies that are needed because of changed conditions or future needs.
- 2) Repeal of policies: Repealing policies that are no longer relevant, in conflict with state, regional, county or city direction, or redundant with other policies.
- 3) Modification of policies: Modifications could include minor text edits to correct typos or awkward wording or major edits that reflect the revised policy intent and that impact the application of the policy.
- 4) Move policies: Occasionally, there are policies that fit better in another element.

The team is also considering renaming or reorganizing the sub-sections within the policy section of each element.

### **STAFF RECOMMENDATION FOR SCOPE OF POLICY AMENDMENTS**

Staff has reviewed each policy and recommends the following preliminary scope of changes in the Transportation Element. Additional potential policy amendments may emerge from development of growth alternatives that will be analyzed in an Environmental Impact Statement (EIS), Transportation Commission engagement and through the public involvement process. The scope is organized by subsection. Each subsection includes the existing policy introduction language, then describes the changed circumstances and lists the scope of the potential policy changes.

**Transportation and Land Use.** Policies that address how the transportation system is integrated with the city's land use plan.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• New job &amp; housing targets for 2044</li> <li>• New Countywide Centers identified in the Countywide Planning Policies</li> <li>• Mobility Implementation Plan describes the relationship between land use and transportation and a process to identify projects that support land use and enhance mobility</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Move primarily land use policies to Land Use Element</li> </ul>

**Transportation Demand Management.** Policies that address transportation demand management and alternatives to driving alone.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• Ongoing TDM programs are well established. 2023 may see additional tools developed that may implicate policy amendments</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• New policy to encourage - perhaps incentivize - employers to support non-drive alone options for lower-income workers</li> </ul>

**Mobility Management.** Policies that address how the city will provide a variety of mobility options for residents, employees and visitors.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• Mobility Implementation Plan and Multimodal Concurrency adopted</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Minor policy amendments to lay the groundwork for future updates to the MIP and better align language with multimodal concurrency</li> </ul>

**Regional Transportation Coordination.** Policies that address coordination with other jurisdictions and consistency with regional transportation plans.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• Adoption of PSRC Regional Transportation Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Some policies may be amended or repealed because SEPA can cover development-related issues that emerge</li> </ul>

**Roadways.** Policies that address management of the city’s street system to meet community mobility needs.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• Mobility Implementation Plan adopted, describes Performance Metrics and Performance Targets for each mode that use the roadway system.</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Minor amendments to update language to reflect multimodal concurrency and the City’s Safe Systems Approach.</li> <li>• Repeal policies about the implementation of projects that are complete.</li> <li>• Consider renaming section “Complete Streets” to reflect existing Complete Streets policy and MIP approach</li> </ul>

**Transit.** Policies that address the provision of transit service and access to transit in Bellevue.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• Components of the Frequent Transit Network have been, or soon will be implemented</li> <li>• MIP adopted, includes Performance Metrics and Performance Targets for transit service and access to transit</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Amend or repeal policies that are redundant with functional plans (e.g., MIP &amp; Transit Master Plan) and are overly prescriptive</li> </ul>

**High Capacity Transit.** Policies that address how the city should plan for high-capacity transit systems, such as light-rail.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• High Capacity Transit policies originated in the “Light Rail Best Practices” report, and they have largely been implemented through East Link design and construction</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Repeal policies about the implementation of projects that are complete</li> <li>• Amend or repeal policies that are redundant with functional plans (e.g., MIP &amp; Transit Master Plan) and are overly prescriptive</li> </ul>

**Pedestrian and Bicycle Transportation.** Policies that address increasing the opportunities to provide people with safe, comfortable and connected pedestrian and bicycle facilities in Bellevue.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>MIP adopted, includes Performance Metrics and Performance Targets for the network for pedestrian and bicycle mobility</li> </ul>	<ul style="list-style-type: none"> <li>Minor policy language amendments</li> <li>Minor amendments to update language to reflect multimodal concurrency and the City's Safe Systems Approach</li> <li>Amend or repeal policies that are redundant with functional plans (e.g., Bicycle and Pedestrian Transportation Plan) and are overly prescriptive</li> </ul>

**State and Federal Highways and Corridors.** Policies that address coordination with state and federal agencies for management of regional highway corridors within Bellevue.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>No changes of note</li> </ul>	<ul style="list-style-type: none"> <li>Minor policy language amendments</li> </ul>

**Freight Mobility.** Policies that address the efficient movement of goods within and through Bellevue.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>Curb Management policy amendments are forthcoming in Q4 2022, and the Curb Management Plan is expected to be complete in Q1 or Q2 of 2023.</li> </ul>	<ul style="list-style-type: none"> <li>Minor policy language amendments</li> <li>Policy amendments that reflect 2022 Curb Management CPA will be carried forward to the update. No significant additional policy amendments are anticipated</li> </ul>

**Transportation Finance.** Policies that address the priorities and methods to finance transportation projects, as coordinated with the Capital Facilities Element.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>No changes of note</li> </ul>	<ul style="list-style-type: none"> <li>Minor policy language amendments</li> <li>Minor amendments to refer to the Mobility Implementation Plan</li> </ul>

**Environmental Considerations.** Policies that address how transportation infrastructure will minimize impacts to the natural environment in coordination with the policies of the Environment Element.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• Environmental Sustainability Plan adopted</li> <li>• Mobility Implementation Plan adopted</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Minor policy amendments to lay the groundwork for future updates to the Environmental Sustainability Plan and MIP and align the language with multimodal concurrency</li> </ul>

**Neighborhood Protection.** Policies that address how the city will protect neighborhoods from impacts associated with the transportation system, such as noise, congestion, and cut-through traffic in coordination with the policies of the Neighborhoods Element.

Changed Circumstances	Potential Policy Amendments
<ul style="list-style-type: none"> <li>• No changes of note</li> </ul>	<ul style="list-style-type: none"> <li>• Minor policy language amendments</li> <li>• Policy changes to address equity in traffic safety</li> <li>• Consider renaming section “Neighborhood Traffic Safety” to reflect emphasis on safety for all users of neighborhood streets.</li> </ul>

## NEXT STEPS

The state requires the Plan be adopted no later than December 2024. For Bellevue, the staff-recommended timeline takes the more conservative approach of planning for Council to adopt the Plan as early as May 2024. This way the City will have time to address any unforeseen circumstances prior to the deadline.

The planned engagement timeline for Transportation Commission is as follows:

**November 10, 2022:** (Direction) Discuss and provide direction on staff recommendations to the Transportation Element policies

**March 9, 2023:** (Direction) Discuss implications of growth alternatives on Transportation and prepare preliminary Transportation Commission recommendation for Transportation Element policies

**July 13, 2023:** (Action) Review full draft of the Comprehensive Plan Update and approve Transportation Commission policy recommendation for transmittal to the Planning Commission.

## ATTACHMENTS

None