

Attachment A

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
Policy Number	Current Policy	Proposed Policy: November 3, 2022
Transportation and Land Use		
TR-1	Integrate land use and transportation decisions to ensure that the two mutually support the Comprehensive Plan.	Integrate land use and transportation planning and decisions to ensure that the two mutually support the Comprehensive Plan.
TR-2 MOVE to TR Mobility Mgt.	To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.	To a Aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
TR-3	Direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies	Direct transportation investments and service to support the <u>designated</u> Urban Centers <u>and the Countywide Centers identified in the growth strategy of the</u> Countywide Planning Policies
TR-4	Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.	Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.
TR-5 MOVE to LU	Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.	Encourage major employers and the developers of major employment facilities to provide child-care opportunities on site or nearby.
TR-6 MOVE to LU	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities.	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities.
TR-7 MOVE to LU	Ensure that land use changes near high capacity transit stations are consistent with the Comprehensive Plan, recognizing that: 1. Transit may support more intense development around some stations; 2. Transit supportive design and orientation may be implemented without changes to land use intensity; and 3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas	Ensure that land use changes near high-capacity transit stations are consistent with the Comprehensive Plan, recognizing that: 1. Transit may support more intense development around some stations; 2. Transit supportive design and orientation may be implemented without changes to land use intensity; and 3. Land use plan map changes would be precluded in existing single family designations and environmentally sensitive areas
Transportation Demand Management		
TR-8	Establish targets to increase the proportion of commute trips by modes other than driving alone (see Figure TR-1). Periodically evaluate progress toward these targets and adjust programs and activities as needed to achieve them.	Establish targets to increase the proportion of commute trips by modes other than driving alone (see Figure TR-1). Periodically evaluate progress toward these targets and adjust programs and activities as needed to achieve them.

Preliminary Staff-Proposed Amendments to Transportation Element Policies

Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-9	<p>Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address the following factors:</p> <ol style="list-style-type: none"> 1. Parking; 2. Services to facilitate and increase the use of transit, carpooling, vanpooling, walking, bicycling, and alternative work schedules; 3. Other demand management program elements, including marketing, outreach and incentives; and 4. Reporting, monitoring, and performance evaluation standards 	<p>Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address the following factors:</p> <ol style="list-style-type: none"> 1. Parking; 2. Services to facilitate and increase the use of transit, carpooling, vanpooling, walking, bicycling, and alternative work schedules; 3. Other demand management program elements, including marketing, outreach and incentives; and 4. Reporting, monitoring, and performance evaluation standards
TR-10	<p>Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction law, and evaluate program effectiveness on a regular basis.</p>	<p>Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction law, and evaluate program effectiveness on a regular basis.</p>
TR-11	<p>Encourage employers to help reduce peak hour commute trips by facilitating employees' use of telework, flexible work hours, compressed work week schedules, and other scheduling options.</p>	<p>Encourage employers to help reduce peak hour <u>period</u> commute trips by facilitating employees' use of telework, flexible work hours, compressed work week schedules, and other scheduling options.</p>
TR-12	<p>Continue to ensure that the city as an employer sets a positive example by maintaining a comprehensive and effective transportation demand management program for its employees.</p>	<p>Continue to ensure that the city as an employer sets a positive example by maintaining a comprehensive and effective transportation demand management program for its employees.</p>
TR-13	<p>Promote use of mobility options by requiring new development to incorporate design features such as:</p> <ol style="list-style-type: none"> 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit passenger facilities, including comfortable bus stops and waiting areas that may be integrated in the building design; and 4. Secure and covered bicycle parking, showers, lockers, and related facilities to support bicycle commuters. 	<p>Promote use of mobility options by requiring new development to incorporate design features such as:</p> <ol style="list-style-type: none"> 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit passenger facilities, including comfortable bus stops and waiting areas that may be integrated in the building design; and 4. Secure and covered bicycle parking, showers, lockers, and related facilities to support bicycle commuters.
TR-14	<p>Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site.</p>	<p>Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site.</p>

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
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TR-15	Provide outreach and assistance to increase awareness and use of alternatives to driving alone for all types and purposes of trips.	Provide outreach and assistance to increase awareness and use of alternatives to driving alone for all types and purposes of trips.
TR-16	Evaluate and facilitate car-sharing and bike sharing programs.	Evaluate and facilitate car-sharing and bike micromobility sharing programs.
TR-17	Support federal and state tax policies that promote transit use and ridesharing.	Support federal and state tax policies that promote transit use and ridesharing.
TR-18	Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.	Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.
TR-19	Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of travel demand management.	Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of travel demand management.
Mobility Management		
TR-20	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan
TR-21	Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.	Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.
TR-22	Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.	Coordinate improvements and operations among travel modes in mobility hubs and provide facilities to support people who are making connections between modes.
TR-23	Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan.	Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan and the Mobility Implementation Plan.
TR-24	Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies.	Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and the Mobility Implementation Plan corridor studies.
TR-25	Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.	Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
TR-26	Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).	Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
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TR-27	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.
TR-28	Employ a citywide multimodal level-of-service concurrency standard that provides transportation facilities that meet the demand from new development.	Employ a citywide multimodal level-of-service concurrency standard that provides <u>a supply of</u> transportation facilities that meets the demand from new development.
TR-29	Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.	Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.
TR-30	Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each update of the Comprehensive Plan, or as warranted by changed circumstances.	Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each <u>periodic</u> update of the Comprehensive Plan, or as warranted by changed circumstances.
TR-31	Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.	Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.
TR-32	Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.	Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.
TR-33	Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.	Plan for transportation system projects <u>and priorities</u> to accommodate the forecast demand and to <u>address</u> meet Performance Target <u>gaps</u> in each update of the Transportation Facilities Plan.
TR-34	Monitor and implement as appropriate, emerging technologies related to autonomous vehicles and other transportation technologies that are intended to improve mobility, safety, efficiency and people-moving capacity on existing and planned transportation facilities.	Monitor and implement as appropriate, emerging <u>transportation system</u> related to autonomous vehicles and other <u>transportation technologies</u> that are intended to improve mobility, safety, efficiency and people-moving capacity on existing and planned transportation facilities.
Regional Transportation Coordination		
TR-36	Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.	Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies, <u>and transit service providers</u> to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.
TR-37	Develop the transportation system in a manner that supports the regional land use and transportation vision adopted in VISION 2040, Transportation 2040 and the Countywide Planning policies for King County	Develop the transportation system in a manner that supports the regional land use and transportation vision adopted in VISION 2040 <u>2050, 2022-2050</u> <u>Regional</u> Transportation <u>2040 Plan</u> and the Countywide Planning policies for King County

Preliminary Staff-Proposed Amendments to Transportation Element Policies

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TR-38	Work with other Eastside Transportation Program (ETP) participants to identify and implement high priority transportation investments.	Work with other Eastside Transportation Program (ETP) participants to identify and implement high priority transportation investments.
TR-39	Utilize the Eastside Transportation Program participating jurisdictions and agencies as a forum for the planning and programming of transportation system improvements that involve multiple jurisdictions. Specific activities may include developing a timetable for implementation, identifying funding sources for projects by jurisdiction, and reporting on project funding status and completion dates.	Utilize the Eastside Transportation Program <u>Partnership</u> participating jurisdictions and agencies as a forum for the planning, <u>funding, and coordination</u> and programming of transportation system improvements that involve multiple jurisdictions. Specific activities may include developing a timetable for implementation, identifying funding sources for projects by jurisdiction, and reporting on project funding status and completion dates.
TR-40	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.
TR-41	Develop and implement inter-local agreements for cooperative solutions for mutual land use and transportation concerns.	Develop and implement inter-local agreements for cooperative solutions for mutual land use and transportation concerns.
TR-42	Require development within Bellevue to include mitigation for significant transportation impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant transportation impacts on Bellevue.	Require development within Bellevue to include mitigation for significant transportation impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant transportation impacts on Bellevue.
TR-43	Provide an arterial system, and encourage the state to provide a freeway system, that together support local and regional mobility and land use plans.	Provide an arterial system, and e Encourage the state to <u>preserve and sustain an integrated multimodal transportation system, including freeways</u> , provide a freeway system, that together supports local and regional mobility and land use plans.
TR-44	Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.	Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.
TR-45	Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.	Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.
Roadways		
TR-46	Provide sufficient arterial rights-of-way to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.	Provide sufficient arterial rights-of-way, <u>or obtain easements to address Performance Target gaps for each mode in the Mobility Implementation Plan</u> , provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

Preliminary Staff-Proposed Amendments to Transportation Element Policies

Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-47	Design arterials and streets to fit the intended character of the areas through which they pass.	Design arterials and streets to fit the intended character of the areas through which they pass.
TR-48	Maintain and enhance safety for all users of the roadway network.	Maintain and enhance safety for all users of the roadway network.
TR-49	Ensure that maintenance of the existing transportation system be given priority consideration.	Ensure that maintenance of the existing transportation system be given priority consideration.
TR-50	Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential safety improvements and implement recommended changes.	Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential safety improvements and implement recommended changes.
TR-51	Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.	Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.
TR-52	Minimize visual distractions, extraneous objects, and excessive clutter along arterials.	Minimize visual distractions, extraneous objects, and excessive clutter along arterials.
TR-53	Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.	Minimize the number of driveways on arterials to improve the pedestrian and bicycle environment and reduce the potential for pedestrian and vehicle collisions.
TR-54	Ensure that city roadway improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.	Ensure that city roadway improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.
TR-55	Develop and implement an arterial street plan, addressing the nature and conditions of arterials, and establishing guidelines for the design of these streets to be compatible with the abutting uses.	Develop and implement an arterial street plan, addressing the nature and conditions of arterials, and establishing guidelines for the design of these streets to be compatible with the abutting uses.
TR-56	Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.	Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
TR-57	Strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.	Strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030 <u>in accordance with the Vision Zero Strategic Plan.</u>
TR-58	Develop a programmatic approach to Vision Zero that integrates components of Education, Encouragement, Enforcement, Engineering, Equity and Evaluation.	<u>Update Vision Zero Strategic Plans annually to systemically address safety challenges using the Safe System approach.</u> Develop a programmatic approach to Vision Zero that integrates components of Education, Encouragement, Enforcement, Engineering, Equity and Evaluation.
TR-59	Design and manage streets to foster safe and context-appropriate behavior of all roadway users.	<u>Advance Vision Zero by implementing Safe Streets strategies that enable and encourage safe behaviors by design.</u> Design and manage streets to foster safe and context-appropriate behavior of all roadway users.

Preliminary Staff-Proposed Amendments to Transportation Element Policies

Policy Number	Current Policy	Proposed Policy: November 3, 2022
Transit		
TR-60	Work with transit providers and other partners to implement the Bellevue Transit Master Plan to ensure that transit is an easy and attractive mobility option for those who live, work, visit, learn or do business in Bellevue	Work with transit providers and other partners to Implement the Bellevue-Transit Master Plan to ensure that transit is an easy and attractive mobility option for those who live, work, visit, learn or do business in Bellevue
TR-61	Support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership.	Support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership.
TR-62	Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.	Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.
TR-63	Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.	Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.
TR-64	Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and amenities.	Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and amenities.
TR-65	Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.	Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.
TR-66	Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods	Integrate <u>Collaborate with transit service providers to provide facilities and amenities to support safe and convenient</u> pedestrian and bicycle access to transit, as a means to serve neighborhoods
TR-67	Ensure that transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan	Ensure that transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan
TR-68	Secure transit system facilities and service to support planned land use.	Secure transit system facilities and service to support planned land use.
TR-69	Advocate for transit service enhancements paired with city commitments to implement transit-supportive infrastructure.	Advocate for transit service enhancements paired with city commitments to implement transit-supportive infrastructure.
TR-70	Work with transit providers to maintain and expand frequent and reliable transit service in Bellevue to support community needs, the city's land use plans and mode share targets.	Work with transit providers to maintain and expand frequent and reliable transit service in Bellevue to support community needs, the city's land use plans and mode share targets.

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-71	Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.	Implement infrastructure and technology to support reliable transit arrival time and <u>to meet transit Performance Targets</u> travel speed along the Frequent Transit Network between Activity Centers.
TR-72	Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips close to the trip origins.	Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips close to the trip origins.
TR-73	Identify and preserve necessary right-of-way for transit facilities.	Identify and preserve necessary right-of-way for transit facilities.
TR-74	Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that: <ol style="list-style-type: none"> 1.Provides short, direct routes within a ten-minute walk; 2.Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3.Maximizes safety for pedestrians at street crossings; and 4.Gives priority to pedestrian access and safety. 	Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that: <ol style="list-style-type: none"> 1.Provides short, direct routes within a ten-minute walk; 2.Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3.Maximizes safety for pedestrians at street crossings; and 4.Gives priority to pedestrian access and safety.
TR-75	Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.	Facilitate intermodal transfers and increased access to transit <u>in mobility hubs</u> stations through partnerships with public and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.
TR-77	Evaluate proposed new and expanded park and ride facilities in Bellevue, for their effectiveness to serve the community and the transit system, and for their potential environmental and community impacts.	Evaluate proposed new and expanded park and ride facilities in Bellevue, for their effectiveness to serve the community and the transit system, and for their potential environmental and community impacts.
TR-78	Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.	Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.
TR-79	Work collaboratively with employer-based and other private transit systems to ensure that these systems are integrated into the transit service planning within the city.	Work collaboratively with employer-based and other private transit <u>service providers</u> systems to ensure that these systems are integrated into <u>the transit service planning and curb management practices</u> within the city.
High-Capacity Transit		
TR-80	Work with transit providers to ensure that high capacity transit service supports Bellevue’s role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region.	Work with transit providers to ensure that high capacity transit service supports Bellevue’s role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region.

Preliminary Staff-Proposed Amendments to Transportation Element Policies

Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-81	Develop a high capacity transit system in collaboration with the transit providers that advances the city’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and optimizes regional system performance.	Develop a <u>Collaborate with transit service providers to expand</u> high-capacity transit system in collaboration with the transit providers that <u>to</u> advances the city’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and optimizes regional system performance.
TR-82	Research and apply best practices of other cities and systems to guide city actions and advocacy in pursuit of the best community outcomes for developing and operating high capacity transit.	Research and apply best practices of other cities and systems to guide city actions and advocacy in pursuit of the best community outcomes for developing and operating high capacity transit.
TR-83	Develop and maintain a strong working relationship with transit providers to ensure a collaborative effort to plan and implement high capacity transit.	Develop and maintain a strong working relationship with transit providers to ensure a collaborative effort to plan and implement high capacity transit.
TR-84	Provide ample opportunity for meaningful, comprehensive, cooperative community involvement, coordinated with the transit providers to help shape the ultimate configuration and operation of any high capacity transit system.	Provide ample opportunity for meaningful, comprehensive, cooperative community involvement, coordinated with the transit providers to help shape the ultimate configuration and operation of any high capacity transit system.
TR-85	Ensure that high capacity transit adds new travel capacity within its own right-of-way, rather than replacing existing travel lane capacity, in order to maximize speed and reliability for high capacity transit while minimizing impacts to other modes.	Ensure that high-capacity transit adds new travel capacity within its own right-of-way, rather than replacing existing travel lane capacity, in order to maximize speed and reliability for high capacity transit while minimizing impacts to other modes.
TR-86	Support plans by transit providers to connect Bellevue, Seattle and Redmond activity centers with high capacity transit service that optimizes convenience for riders.	Support plans by transit providers to connect Bellevue, Seattle and Redmond activity centers with high capacity transit service that optimizes convenience for riders.
TR-87	Plan and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision by: 1.Optimizing ridership, system performance, and user convenience; 2.Providing exceptional pedestrian and bicycle access to stations; 3.Promoting superior urban design; 4.Minimizing impacts on businesses and residents during construction; 5.Minimizing overall impacts on the operation of the street network; and 6.Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.	Plan and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision by: 1.Optimizing ridership, system performance, and user convenience; 2.Providing exceptional pedestrian and bicycle access to stations; 3.Promoting superior urban design; 4.Minimizing impacts on businesses and residents during construction; 5.Minimizing overall impacts on the operation of the street network; and 6.Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.

Preliminary Staff-Proposed Amendments to Transportation Element Policies

Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-88	<p>Partner with transit providers and work closely with neighborhoods, businesses and other stakeholders in the design of transit stations and facilities to integrate them into the community as follows:</p> <ol style="list-style-type: none"> 1. Incorporate context-sensitive design that considers neighborhood objectives and superior urban design; 2. Integrate art, public spaces and other public amenities; 3. Utilize durable, high-quality and complementary building materials; 4. Integrate substantial landscaping at stations and along the alignment, and 5. Protect sensitive residential, outdoor recreation, and commercial land uses by minimizing and mitigating environmental, traffic and noise impacts. 	<p>Partner with transit providers and work closely with neighborhoods, businesses and other stakeholders in the design of transit stations and facilities to integrate them into the community, as follows:</p> <ol style="list-style-type: none"> 1. Incorporate context-sensitive design that considers neighborhood objectives and superior urban design; 2. Integrate art, public spaces and other public amenities; 3. Utilize durable, high-quality and complementary building materials; 4. Integrate substantial landscaping at stations and along the alignment, and 5. Protect sensitive residential, outdoor recreation, and commercial land uses by minimizing and mitigating environmental, traffic and noise impacts.
TR-89	<p>Implement standards and guidelines to create transit stations that are valued places in the community by providing:</p> <ol style="list-style-type: none"> 1. Comfortable and safe access to the surrounding community; 2. Space that is comfortable for both large and small numbers of people; and 3. Design that encourages social interaction. 	<p>Implement standards and guidelines to create transit stations that are valued places in the community by providing:</p> <ol style="list-style-type: none"> 1. Comfortable and safe access to the surrounding community; 2. Space that is comfortable for both large and small numbers of people; and 3. Design that encourages social interaction.
TR-90	<p>Work with neighborhood groups, business owners, other stakeholders, and transit providers to identify and fund improvements that can be constructed efficiently in conjunction with transit projects.</p>	<p>Work with neighborhood groups, business owners, other stakeholders, and transit providers to identify and fund improvements that can be constructed efficiently in conjunction with transit projects.</p>
TR-91	<p>Protect residential neighborhoods adjacent to high capacity transit facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, using techniques such as residential parking zone programs and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness</p>	<p>Protect residential neighborhoods adjacent to high capacity transit facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, using techniques such as residential parking zone programs and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness</p>
TR-92	<p>Maintain and enhance safety when incorporating high capacity transit along Bellevue streets, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists</p>	<p>Maintain and enhance safety when incorporating high-capacity transit along Bellevue streets, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.</p>

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
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TR-93	Provide for efficient high capacity transit operation and support transit speed and reliability, while maintaining capacity for other modes.	Support transit speed and reliability consistent with the Performance Targets in the Mobility Implementation Plan. Provide for efficient high capacity transit operation and support transit speed and reliability, while maintaining capacity for other modes.
TR-94	Coordinate with transit providers to employ crime prevention principles in the design of high capacity transit stations, and use available technologies to deter crime. Examples include: 1.Design the station platform for visibility from adjacent streets, sidewalks, and parking; 2.Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community; 3.Implement video surveillance on station platforms and transit vehicles; and 4.Establish and enforce a fare-paid zone for station platforms.	Coordinate with transit providers to employ crime prevention principles in the design of high capacity transit stations, and use available technologies to deter crime. Examples include: 1.Design the station platform for visibility from adjacent streets, sidewalks, and parking; 2.Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community; 3.Implement video surveillance on station platforms and transit vehicles; and 4.Establish and enforce a fare-paid zone for station platforms.
TR-95	Ensure that agreements with transit providers include elements to provide long-term safety and security, operation and maintenance of stations.	Ensure that agreements with transit providers include elements to provide long term safety and security, operation and maintenance of stations.
TR-96	Develop permit conditions and other agreements with transit providers to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.	Develop <u>and implement</u> permit conditions and other agreements with transit providers to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.
TR-97	Collaborate with transit providers to create a construction management plan for all new major transit investments that minimizes the corridor length disrupted by construction at one time and minimizes the time period of disruption.	Collaborate with transit providers to create a construction management plan for all new major transit investments that minimizes the corridor length disrupted by construction at one time and minimizes the time period of disruption.
TR-98	Prioritize the use of noise avoidance or absorption techniques over noise deflection from residential uses when developing mitigation measures with transit providers. Monitor the outcomes of these efforts and pursue adjustments with transit providers to ensure continued effectiveness.	Prioritize the use of noise avoidance or absorption techniques over noise deflection from residential uses when developing mitigation measures with transit providers. Monitor the outcomes of these efforts and pursue adjustments with transit providers to ensure continued effectiveness.
TR-99	Develop and implement an early and ongoing program with transit providers to provide assistance to residents and businesses to address adverse impacts of transit infrastructure construction.	Develop and implement an early and ongoing program with transit providers to provide assistance to residents and businesses to address adverse impacts of transit infrastructure construction.

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-100	Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with transit providers, through actions such as site selection, design, and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.	Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with transit providers, through actions such as site selection, design, and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.
Pedestrian and Bicycle Transportation		
TR-101	Promote and facilitate walking and bicycling.	Promote and facilitate walking and bicycling <u>active transportation.</u>
TR-102	Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.	Incorporate pedestrian and bicycle <u>active transportation</u> facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
TR-103	Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that: 1. Address safety issues; 2. Provide access to activity centers; 3. Provide access to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities; 5. Develop primary north-south and east-west bicycle routes through the city; 6. Improve multimodal level of service along travel corridors; and 7. Serve residents who have special accessibility needs.	Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that <u>address Performance Target gaps identified in the Mobility Implementation Plan.</u> 1. Address safety issues; 2. Provide access to activity centers; 3. Provide access to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities; 5. Develop primary north-south and east-west bicycle routes through the city; 6. Improve multimodal level of service along travel corridors; and 7. Serve residents who have special accessibility needs.
TR-104	Construct, maintain and repair pedestrian and bicycle facilities in accordance with current standards.	Construct, maintain and repair pedestrian and bicycle facilities in accordance with current standards.
TR-105	Obtain sidewalk and trail improvements and easements, and on-site bicycle parking consistent with the Pedestrian and Bicycle Transportation Plan and the Land Use Code through development review.	<u>Obtain improvements and easements to implement the pedestrian and bicycle network, address Performance Target gaps in the Mobility Implementation Plan, and provide on-site bicycle parking through development review.</u> Obtain sidewalk and trail improvements and easements, and on-site bicycle parking consistent with the Pedestrian and Bicycle Transportation Plan and the Land Use Code through development review.
TR-106	Coordinate with neighboring jurisdictions the planning, design and construction of pedestrian and bicycle facilities that pass through Bellevue as part of a regional system.	Coordinate with neighboring jurisdictions the planning, design and , construction <u>and maintenance</u> of pedestrian and bicycle facilities that pass-through Bellevue as part of a regional system.

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-107	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility.	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility.
TR-108	Support education and information programs to promote a share the road/share the trail message.	Support education and information programs to promote a share the road/share the trail message.
TR-109	Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.	Consider the personal health benefits and the community environmental benefits of active transportation walking, jogging, and bicycling in pedestrian and bicycle project design and funding.
TR-110	Recognize the potential transportation and recreation uses under consideration for the Eastside Rail Corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.	Recognize the potential transportation and recreation uses under consideration for the Eastrail Eastside Rail Corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.
TR-111	Promote and support the design, development and use of the Eastside Rail Corridor as a regional multimodal facility.	Promote and support the design, development and use of the Eastside Rail Corridor Eastrail as a regional multimodal facility.
TR-112	Provide for multi-modal transportation use and access when considering public and private projects adjacent to and across the Eastside Rail Corridor.	Provide for multi-modal transportation use and access when considering public and private projects adjacent to and across the Eastside Rail Corridor.
TR-113	Support establishment and operation of a bicycle sharing program in Bellevue.	Support establishment and operation of a shared micromobility service bicycle sharing program in Bellevue.
TR-114	Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.	Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations in accordance with the Mobility Implementation Plan .
State and Federal Highways and Corridors		
TR-115	Support and advocate for improved freeway-to-freeway access.	Support and advocate for improved freeway-to-freeway access.
TR-116	Support and advocate for the completion of the regional HOV system, including HOV access to the freeway system and freeway-to-freeway HOV linkages	Support and advocate for the completion of the regional HOV system, including HOV access to the freeway system and freeway-to-freeway HOV linkages
TR-117	Encourage the Washington State Department of Transportation to enhance freeway access to serve Downtown Bellevue, Wilburton, BelRed, Eastgate and Factoria.	Encourage the Washington State Department of Transportation to enhance freeway access to serve Downtown Bellevue, Wilburton, BelRed, Eastgate and Factoria.
TR-118	Work with state and regional agencies to ensure adequate capacity for both general purpose and high occupancy vehicle traffic on state highways.	Work with state and regional agencies to ensure adequate capacity for both general purpose and high occupancy vehicle traffic on state highways.
TR-119	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-120	Support high capacity transit facilities and service on I-90, I-405, and SR- 520 that will accommodate anticipated transit ridership.	Support high-capacity transit facilities and service on I-90, I-405, and SR- 520 that will accommodate anticipated transit ridership.
TR-121	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.
TR-123	Actively participate in the planning, design and construction of the Eastside Transit and HOV Project on SR-520, including interchange improvements at 124th Avenue NE and the completion of the SR-520 Trail.	Actively participate in the planning, design and construction of the Eastside Transit and HOV Project on SR-520, including interchange improvements at 124th Avenue NE and the completion of the SR-520 Trail.
Freight Mobility		
TR-124	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.
TR-125	Actively participate in the planning, design and construction of the Eastside Transit and HOV Project on SR-520, including interchange improvements at 124th Avenue NE and the completion of the SR-520 Trail.	Actively participate in the planning, design and construction of the Eastside Transit and HOV Project on SR-520, including interchange improvements at 124th Avenue NE and the completion of the SR-520 Trail.
TR-126	Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.	<u>Provide flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through development review and curb operation changes.</u> Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.
Transportation Finance		
TR-127	Maintain financing capability to meet the city's adopted mobility targets through a mix of funding sources, as identified in 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.	TR-127. Maintain <u>broad-based financing capability to address Mobility Implementation Plan Performance Targets gaps through projects adopted financing capability to meet the city's adopted mobility targets through a mix of funding sources, as identified in the TFP and the CIP. Seek broadly-based financing through proportional participation from the beneficiaries of the system, including:</u> <u>1.The citywide community;</u> <u>2.Existing businesses and property owners; and</u> <u>3.New development.</u> TR-127.1. <u>Seek broadly-based financing to support the TFP and the CIP through proportional participation from the beneficiaries of the system, including:</u> <u>1.The citywide community;</u> <u>2.Existing businesses and property owners; and</u> <u>3.New development.</u>

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-128	Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, Transportation Improvement Board, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system.	Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, Transportation Improvement Board, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system.
TR-129	Seek state and federal funds for transportation capital, maintenance, and operations.	Seek state and federal funds for transportation capital, maintenance, and operations.
TR-130	Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.	Provide and prioritize transportation funding to meet address Performance Target gaps for people walking, biking, riding transit, and travelling in a car.
TR-131	Use statutorily authorized funding mechanisms available to local governments that are based on the special benefits received by property owners to fund transportation improvements. (e.g.: Local Improvement Districts, Latecomer Agreements, and Special Benefit Offsets).	Use statutorily authorized funding mechanisms available to local governments that are based on the special benefits received by property owners to fund transportation improvements. (e.g.: Local Improvement Districts, Latecomer Agreements, and Special Benefit Offsets).
TR-132	Support joint projects, including the contribution of city matching funds, with adjoining cities, King County, the transit providers, or the state, where such partnerships help establish or accelerate projects beneficial to the city.	Support joint projects, including the contribution of city matching funds, with adjoining cities, King County, the transit providers, or the state, where such partnerships help establish or accelerate projects beneficial to the city.
TR-133	Support federal and state gasoline taxes and other funding measures to provide adequate funding for transportation improvements that keep pace with regional and community growth.	Support federal and state gasoline taxes and other funding measures to provide adequate funding for transportation improvements that keep pace with regional and community growth.
TR-134	Secure funding to implement transit service and capital facilities.	Secure funding to implement transit service and capital facilities.
Environmental Considerations		
TR-135	Develop the transportation system in Bellevue to minimize environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives.	Develop the transportation system in Bellevue to avoid, minimize, or mitigate environmental and neighborhood impacts, while addressing supporting the city's long-term transportation and land use objectives.
TR-136	Support means to reduce transportation-source greenhouse gas emissions.	Support means to reduce per capita transportation-source greenhouse gas emissions.
TR-137	Consider design treatments for arterials to reduce traffic noise in residential neighborhoods.	Consider design treatments for arterials to reduce traffic noise in residential neighborhoods.
TR-138	Avoid, minimize or mitigate significant adverse impacts to air quality, noise, light/glare and other elements of the environmental in planning and implementing transportation projects.	Avoid, minimize or mitigate significant adverse impacts to air quality, noise, light/glare and other elements of the environmental in planning and implementing transportation projects.

Preliminary Staff-Proposed Amendments to Transportation Element Policies		
Policy Number	Current Policy	Proposed Policy: November 3, 2022
TR-139	Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed.	<u>Add electric vehicle charging stations in designated curbside zones as required through development review.</u> Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed.
TR-140	Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.	Incorporate natural drainage practices <u>or other tools where effective and feasible</u> into transportation infrastructure projects <u>consistent with the Watershed Management Plan</u> where effective and feasible.
Neighborhood Protection		
TR-141	Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.	Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.
TR-142	Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases.	Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the <u>study</u> , planning, designing, permitting, and construction phases.
TR-143	Evaluate neighborhood impacts and Complete Streets implementation opportunities as part of corridor and subarea transportation studies	Evaluate neighborhood impacts and Complete Streets implementation opportunities as part of corridor and subarea transportation studies
TR-144	Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.	Involve affected neighborhoods and other interested citizens <u>residents</u> in the planning and design of transportation system improvements.
TR-145	Minimize spillover parking into residential neighborhoods through residential parking zones and other measures.	<u>Implement residential parking zones and other measures to address adverse impacts of non-residential parking in neighborhoods.</u> Minimize spillover parking into residential neighborhoods through residential parking zones and other measures.
TR-146	Monitor traffic volume on residential streets and establish appropriate traffic control measures with residents' concurrence.	Monitor traffic volume <u>and speed</u> on residential streets and establish appropriate traffic control measures with residents' concurrence.
TR-147	Balance the needs of all roadway users when designing and building neighborhood traffic safety projects.	Balance <u>Consider</u> the needs of all roadway users when designing and building neighborhood traffic safety projects.
TR-148	Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.	Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.
TR-149	Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce the volume of cut-through traffic.	Employ traffic calming measures <u>that adhere to Vision Zero and Complete Streets principles</u> to slow vehicular travel speed along residential streets and to reduce the volume of <u>discourage</u> cut-through traffic.