

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
	Transportation and Land Use	Policies that address how the transportation system is integrated with the city's land use plans.			
Modify-minor	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 support the Comprehensive Plan.	Introduce "planning". Mobility Implementation Plan describes the relationship between land use and transportation and a process to identify projects that support both land use and mobility.
Move	Transportation and Land Use	TR-2	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.	Aggressively plan, manage, and expand transportation investments to reduce congestion and expand mobility opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.	Move to Transportation Element Mobility Management Section. Policy adopted 2021 as part of the Mobility Implementation Plan concurrency CPAs. Amend policy language slightly to conform to format - start with "action" word
Modify-minor	Transportation and Land Use	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 designated Urban Center and the Countywide Centers identified in the Countywide Planning Policies.	Include the countywide centers (Wilburton/East Main, BelRed, Crossroads, Eastgate, Factoria).
Retain	Transportation and Land Use	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.	
Move	Transportation and Land Use	TR-5	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.	Move to the Land Use Element Child care a land use code issue
Move	Transportation and Land Use	TR-6	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.	Move to the Land Use Element Off-street parking is a land use code issue

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Move	Transportation and Land Use	TR-7	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	Move to the Land Use Element Transit-oriented land use is a land use code issue .
	Transportation Demand Management	Policies that address transportation demand management and alternatives to driving alone.			
Retain	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.	Comprehensive Plan target in TR-1
Retain	Transportation Demand Management	TR-9	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: 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.	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: 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.	
Retain	Transportation Demand Management	TR-10	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.	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.	

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Modify-minor	Transportation Demand Management	TR-11	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.	Encourage employers to reduce peak period commute trips by facilitating employees' use of telework, flexible work hours, compressed work week schedules, and other scheduling options.	Clarify Peak "period"
Modify-minor	Transportation Demand Management	TR-12	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.	Maintain a comprehensive and effective transportation demand management program for city employees.	The policy intent is for the City to provide effective transportation demand management for employees, not necessarily to set a good example.
Retain	Transportation Demand Management	TR-13	Promote use of mobility options by requiring new development to incorporate design features such as: 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.	Promote use of mobility options by requiring new development to incorporate design features such as: 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	An administrative Transportation Demand Management Plan provides additional guidance.
Retain	Transportation Demand Management	TR-14	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.	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.	
Retain	Transportation Demand Management	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.	
Modify-minor	Transportation Demand Management	TR-16	Evaluate and facilitate car-sharing and bike sharing programs.	Evaluate and facilitate car-sharing and micromobility-sharing programs.	More inclusive than bicycles. Need to include and define "micromobility"
Retain	Transportation Demand Management	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.	
Retain	Transportation Demand Management	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.	

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Retain	Transportation Demand Management	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.	
	<b>Mobility Management</b>	Policies that address how the city will provide a variety of mobility options for residents, employees and visitors.			
Retain	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.	
Retain	Mobility Management	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.	
Retain	Mobility Management	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 and provide facilities to support people who are making connections between modes.	Concept of a "mobility hub" is included in TR-75
Modify-minor	Mobility Management	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 <b>in accordance with</b> the Pedestrian and Bicycle Transportation Plan and the Mobility Implementation Plan.	"In accordance with" is settled policy language in the Comprehensive Plan in reference to functional plans that are reviewed and updated periodically though commission and council action. <b>"in a way that implements"?</b> <b>"consistent with"?</b> MIP includes Performance Targets
Modify-minor	Mobility Management	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 <b>in accordance with</b> the Transit Master Plan and the Mobility Implementation Plan.	
Modify-minor	Mobility Management	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 to create a Complete Streets network throughout the city.	Redundant to specify all modes...covered by "all modes".

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Retain	Mobility Management	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 <b>in accordance with</b> the Americans with Disabilities Act (ADA).	
Repeal	Mobility Management	TR-27	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.		City monitors traffic volume on arterials but does not take measures to control such volume except possibly in the context of Neighborhood Traffic Safety programs. MIP includes Performance Targets
Modify-minor	Mobility Management	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 a supply of transportation facilities that meets the demand from new development.	Retain "level-of-service" Add "supply" per the Multimodal Concurrency Code
Modify-minor	Mobility Management	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 <b>in accordance with</b> the Mobility Implementation Plan.	Simply refer to the MIP
Modify-minor	Mobility Management	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 periodic update of the Comprehensive Plan, or as warranted by changed circumstances	Specify "periodic" update so it is not confused with the annual amendments
Repeal	Mobility Management	TR-31	Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.		Performance Targets are established in the MIP for all modes. Performance Management Areas have replaced Mobiiy Management Areas. Also, transportation concurrency is not aligned with the performance of any mode, it is a supply and demand analysis that is covered in policy TR-28. Policy language is outdated with the adoption of the Multimodal Concurrency Code.
Modify-minor	Mobility Management	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 Mobility Implementation Plan Performance Targets through updates to the Transportation Facilities Plan.	Add MIP

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Modify-minor	Mobility Management	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 and prioritize transportation system projects to support land use and to address Performance Target gaps in each update of the Transportation Facilities Plan.	Transportation projects support land use MIP describes process to identify and prioritize projects
Modify-major	Mobility Management	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 transportation system technologies that are intended to improve mobility, safety, efficiency and people-moving capacity on existing and planned transportation facilities.	Simplify language Possibly move to a new "Transportation Technology" section
Modify-minor	Mobility Management	TR-35	Design, maintain, and protect the transportation system to be resilient to disaster.	Design, maintain, and protect the transportation system to be resilient to disaster and impacts related to climate change.	Add climate change
	<b>Regional Transportation Coordination</b>	Policies that address coordination with other jurisdictions and consistency with regional transportation plans.			
Modify-minor	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, regional and state agencies, and transit service providers to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.	add transit service providers
Modify-minor	Regional Transportation Coordination	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 2050,the 2022-2050 Regional Transportation Plan and the Countywide Planning policies for King County.	Update to 2050
Repeal	Regional Transportation Coordination	TR-38	Work with other Eastside Transportation Program (ETP) participants to identify and implement high priority transportation investments.		Rediundant to TR-36 and TR-39

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Modify-minor	Regional Transportation Coordination	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 Partnership as a forum for the planning, funding, and coordination of transportation system improvements that involve multiple jurisdictions.	Simplify policy language to focus on intent rather than specific activities. ETP does not "implement" Eastside Transportation "Partnership" not "Program" ETP is a forum for sharing information and building consensus to solve common transportation problems. King County provides staffing to coordinate decision-making and implementation of multi-modal transportation improvements.
Retain	Regional Transportation Coordination	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.	
Modify-minor	Regional Transportation Coordination	TR-41	Develop and implement inter-local agreements for cooperative solutions for mutual land use and transportation concerns.	Cooperate with other jurisdictions to resolve mutual land use and transportation concerns.	policy intent is to resolve concerns policy not needed to create interlocal agreements.
Repeal	Regional Transportation Coordination	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.		This is a legacy policy from the BROTS era. The MOU with Redmond was dissolved in 2009. What we have done since is review and comment on each city's subarea planning (BelRed and Overlake) and overall Comprehensive Plans, rather than seek interjurisdictional impact mitigation for individual development projects. An outcome of joint planning efforts is the 148th Ave NE Master Plan which is in the TFP. Individual development projects impacts are addressed in SEPA review.
Retain	Regional Transportation Coordination	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 encourage the state to provide a freeway system, that together support local and regional mobility and land use plans	Local mobility is also covered in TR-1 and TR-3
	<b>Roadways</b>	Policies that address management of the city's street system to meet community mobility needs.			
Retain	Roadways	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.	Possibly move to a new "Transportation Technology" section

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Retain	Roadways	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.	
Modify-minor	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 or obtain easements to provide space for street trees and landscaping and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.	MIP Performance Targets for peds and bikes vary according to context- PMAs and pedestrian destinations. Trees and landscaping added back
Retain	Roadways	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.	
Retain	Roadways	TR-48	Maintain and enhance safety for all users of the roadway network.	Maintain and enhance safety for all users of the roadway network.	also covered by Vision Zero policies and strategy plan
Retain	Roadways	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.	
Retain	Roadways	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.	Vision Zero/Safe Systems Approach
Retain	Roadways	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.	
Repeal	Roadways	TR-52	Minimize visual distractions, extraneous objects, and excessive clutter along arterials.		Subjective policy language. Implementation responsibility lies in city code: BCC Chapter 22B.10 SIGN CODE BCC Chapter 14.06 TREES, WEEDS AND VEGETATION BCC Chapter 14.30 RIGHT-OF-WAY USE CODE
Modify-minor	Roadways	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 along arterials to improve the pedestrian and bicycle environment and to reduce the potential for collisions.	Add bicycle
Retain	Roadways	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.	Capital projects are vetted through the MIP, TFP and CIP.

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Repeal	Roadways	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.		Capital projects are vetted through the MIP, TFP and CIP. Design Manual and Design Guidelines covers specifications.
Retain	Roadways	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.	
Modify-minor	Roadways	TR-57	Strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.	Strive to eliminate traffic deaths and serious injury collisions on Bellevue streets by 2030 <b>in accordance with</b> the Vision Zero Strategic Plan.	Updated language to be consistent with the Vision Zero Strategic Plan.
Modify-major	Roadways	TR-58	Develop a programmatic approach to Vision Zero that integrates components of Education, Encouragement, Enforcement, Engineering, Equity and Evaluation.	Update Vision Zero Action Plans annually to systemically address safety challenges holistically using the Safe System Approach.	Updated language to be consistent with the Vision Zero Strategic Plan.
Modify-major	Roadways	TR-59	Design and manage streets to foster safe and context-appropriate behavior of all roadway users.	Advance Vision Zero by implementing Safe Streets strategies that enable and encourage safe behaviors by design.	Updated language to be consistent with the Vision Zero Strategic Plan.
	<b>Transit</b>	Policies that address the provision of transit service and access to transit in Bellevue.		Maybe merge Transit policies and High-Capacity Transit policies?	It's all Transit!
Modify-minor	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.	Implement the Bellevue Transit Master Plan in collaboration with transit service providers and other partners 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" policy action provides direction that may be a bit weak
Retain	Transit	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.	This is consistent with the Transit Master Plan and current policy TR-60
Retain	Transit	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.	This is consistent with the Transit Master Plan and current policy TR-60.

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Modify-minor	Transit	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 mobility hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.	This is consistent with the Transit Master Plan and current policy TR-60 "Mobility hub" could be substituted for "transit hub". Include in definitions.
Retain	Transit	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.	This is consistent with the Transit Master Plan and current policy TR-60
Retain	Transit	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.	This is consistent with the Transit Master Plan and current policy TR-60, MIP transit Performance Targets, and Land Use Code.
Modify-minor	Transit	TR-66	Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.	Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods in collaboration with transit service providers and private-sector developers .	No need to say "as a means to serve neighborhoods" Add collaboration because the city may not always have the ability to implement a project independent of partners.
Repeal	Transit	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.		Refer to Transit Master Plan (current policy TR-60)
Repeal	Transit	TR-68	Secure transit system facilities and service to support planned land use.		Redundant to TR-70
Repeal	Transit	TR-69	Advocate for transit service enhancements paired with city commitments to implement transit-supportive infrastructure.		Redundant to TR-78 which is also proposed to be repealed. Legacy policy from when it was needed to convince transit agencies that Bellevue would establish the potential for transit-supportive land use and infrastructure.
Retain	Transit	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.	Policy "work with" language acknowledges that Bellevue does not do this alone. Is there a better action word? Collaborate?
Modify-minor	Transit	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 to meet Frequent Transit Network Performance Targets.	Modify per Mobility Implementation Plan Performance Targets for transit

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Repeal	Transit	TR-72	Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips close to the trip origins.		New park and ride facilities in Bellevue are not planned.
Modify-minor	Transit	TR-73	Identify and preserve necessary right-of-way for transit facilities.	Identify and preserve necessary right-of-way for transit facilities in collaboration with transit service providers.	Bellevue would do this only in collaboration with transit service providers.
Modify-minor	Transit	TR-74	Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that: 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 and bicycle access to transit stops and stations, through shared responsibility with transit providers and the private-sector developers.	Add bicycle. Add private-sector. Covered also by TR-66 and also in the MIP
Modify-minor	Transit	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 safe intermodal transfers and increased access to transit in mobility hubs through partnerships with transit service providers and private shuttle services.	Definition: A mobility hub is a local connection point where multiple mobility options meet up and allow a user to transfer from one mode to another.
Retain	Transit	TR-76	Develop and implement, in conjunction with the transit providers, an integrated way-finding system to facilitate transit ridership that incorporates principles of universal design and uses multiple languages.	Develop and implement, in conjunction with the transit providers, an integrated way-finding system to facilitate transit ridership that incorporates principles of universal design and uses multiple languages.	Maybe move to Land Use Element
Repeal	Transit	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.		Evaluation of a potential new Park and ride is covered in the Land Use Code (BCC 20.25L.020) as a conditional use permit.
Repeal	Transit	TR-78	Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.		This is legacy policy from when there was somewhat of a quid pro quo arrangement with transit agencies.
Modify-minor	Transit	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 service providers to ensure that these systems are integrated into transit service planning and curb management practices.	Maybe the action word is "Collaborate"? add curb management

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	High Capacity Transit	Policies that address how the city should plan for high-capacity transit systems, such as light-rail.		Possibly merge with Transit	
Retain	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.	
Modify-minor	High Capacity Transit	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.	Collaborate with transit service providers to expand high capacity transit to advance the city’s long-term transportation and land use objectives, minimize environmental and neighborhood impacts, and optimize regional system ridership and performance.	Acknowledge that Bellevue does not develop transit, and the the city collaborates with transit agencies. Add ridership
Repeal	High Capacity Transit	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.		
Repeal	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.		
Retain	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.	
Retain	High Capacity Transit	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.	
Repeal	High Capacity Transit	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.		East link will be operational in 2023/24

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Modify-minor	High Capacity Transit	TR-87	<p>Plan and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision by:</p> <ol style="list-style-type: none"><li>1. <del>O</del>ptimizing ridership, system performance, and user convenience;</li><li>2. <del>P</del>roviding exceptional pedestrian and bicycle access to stations;</li><li>3. <del>P</del>romoting superior urban design;</li><li>4. <del>M</del>inimizing impacts on businesses and residents during construction;</li><li>5. <del>M</del>inimizing overall impacts on the operation of the street network; and</li><li>6. <del>P</del>rotecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.</li></ol>	<p>Plan and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision.</p>	<p>Similar to transit policy No need to enumerate</p>
Modify-minor	High Capacity Transit	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"><li>1. <del>I</del>ncorporate context-sensitive design that considers neighborhood objectives and superior urban design;</li><li>2. <del>I</del>ntegrate art, public spaces and other public amenities;</li><li>3. <del>U</del>tilize durable, high-quality and complementary building materials;</li><li>4. <del>I</del>ntegrate substantial landscaping at stations and along the alignment, and</li><li>5. <del>P</del>rotect sensitive residential, outdoor recreation, and commercial land uses by minimizing and mitigating environmental, traffic and noise impacts.</li></ol>	<p>Partner with transit providers and work closely with neighborhoods, businesses and other stakeholders in the design, security, maintenance and operation of transit stations and facilities to integrate them into the community.</p>	<p>No need to enumerate. Add security, maintenance and operation components from TR-95</p>

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Repeal	High Capacity Transit	TR-89	Implement standards and guidelines to create transit stations that are valued places in the community by providing: 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.		Covered by TR-88
Repeal	High Capacity Transit	TR-90	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.		Covered by TR-88
Modify-minor	High Capacity Transit	TR-91	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.	Protect residential neighborhoods adjacent to transit facilities from spillover impacts related to construction and operation.	Impacts will be contextual and are addressed in Neighborhood Protection
Modify-minor	High Capacity Transit	TR-92	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.	Maintain and enhance safety when incorporating high-capacity transit along Bellevue streets.	Do not need to describe techniques in policy.
Modify-minor	High Capacity Transit	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.	Refer to MIP Performance Targets for transit "Capacity for other modes" is covered in TR-85

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Repeal	High Capacity Transit	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.		
Retain	High Capacity Transit	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.	
Modify-minor	High Capacity Transit	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 and implement 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 and implement.
Retain	High Capacity Transit	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.	
Repeal	High Capacity Transit	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.		SEPA procedures with respect to impacts are first seek to "avoid", then "minimize", then "mitigate".
Retain	High Capacity Transit	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.	

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Modify-minor	High Capacity Transit	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.	Detailed approaches to achieve this policy objective would be provided for in the Land Use Code and SEPA.
	<b>Pedestrian and Bicycle Transportation</b>	Policies that address increasing the opportunities to provide people with safe, comfortable and connected pedestrian and bicycle facilities in Bellevue.			
Modify-minor	Pedestrian and Bicycle Transportation	TR-101	Promote and facilitate walking and bicycling.	Promote and facilitate active transportation.	refer to active transportation to acknowledge a variety of modes Define: Active transportation
Modify-minor	Pedestrian and Bicycle Transportation	TR-102	Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.	Incorporate active transportation facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.	Active transportation
Modify-Major	Pedestrian and Bicycle Transportation	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 evaluate, describe, and prioritize projects that address Performance Target gaps through the Mobility Implementation Plan.	Don't need to enumerate. Add reference and modify language to incorporate MIP Performance Targets
Modify-minor	Pedestrian and Bicycle Transportation	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 and guidelines.	Add guidelines because everything is not in a "standard".

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Modify-minor	Pedestrian and Bicycle Transportation	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.	Obtain improvements and easements to address Performance Target gaps in the pedestrian and bicycle network in the Mobility Implementation Plan, and provide short-term on-site bicycle parking through development review.	Refer to adopted MIP network and Performance Targets. For the pedestrian system, this includes both sidewalks and mid-block crossings.
Modify-minor	Pedestrian and Bicycle Transportation	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, construction and maintenance of pedestrian and bicycle facilities that provide connections through Bellevue as part of a regional system.	add maintenance
Retain	Pedestrian and Bicycle Transportation	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.	
Repeal	Pedestrian and Bicycle Transportation	TR-108	Support education and information programs to promote a share the road/share the trail message.		Safety messages are covered within Vision Zero
Modify-Minor	Pedestrian and Bicycle Transportation	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 in project design and funding.	Replace "walking, jogging, and bicycling" with "active transportation"
Modify-minor	Pedestrian and Bicycle Transportation	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 transportation and recreation uses of the Eastrail 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 .	Remove "potential" and "under consideration" Refer to Eastrail
Modify-minor	Pedestrian and Bicycle Transportation	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 Eastrail Corridor as a regional multimodal facility.	Refer to Eastrail
Modify-minor	Pedestrian and Bicycle Transportation	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 Eastrail Corridor.	Refer to Eastrail
Modify-minor	Pedestrian and Bicycle Transportation	TR-113	Support establishment and operation of a bicycle sharing program in Bellevue.	Support establishment and operation of a shared micromobility service in Bellevue.	Define "Micromobiity" Expand to include micromobility options

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Modify-minor	Pedestrian and Bicycle Transportation	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.	Refer to MIP
	<b>State and Federal Highways and Corridors</b>	Policies that address coordination with state and federal agencies for management of regional highway corridors within Bellevue.			
Retain	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.	
Retain	State and Federal Highways and Corridors	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.	
Retain	State and Federal Highways and Corridors	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.	
Retain	State and Federal Highways and Corridors	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.	May need to define "adequate"
Retain	State and Federal Highways and Corridors	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.	
Modify-minor	State and Federal Highways and Corridors	TR-120	Support high capacity transit facilities and service on I-90, I-405, and SR- 520 that will accommodate anticipated transit ridership.	Support transit agencies in developing high capacity transit facilities and service on I-90, I-405, and SR- 520.	policy does not need the transit ridership clause
Retain	State and Federal Highways and Corridors	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.	
Modify-minor	State and Federal Highways and	TR-122	Support including facilities for pedestrians and bicycles when planning, designing and constructing enhancements to I-90, I-	Support including facilities for active transportation when planning, designing and constructing enhancements to I-90, I-	Substitute active transportation.
Retain	State and Federal Highways and Corridors	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.	

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
	<b>Freight Mobility</b>	Policies that address the efficient movement of goods within and through			
Retain	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.	
Retain	Freight Mobility	TR-125	Require new development to provide for large-scale freight loading and unloading on-site rather than on the public right-of-way	Require new development to provide for large-scale freight loading and unloading on-site rather than on the public right-of-way	
Modify-minor	Freight Mobility	TR-126	Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.	Provide flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through development review and curb operation changes..	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
	<b>Transportation Finance</b>	Policies that address the priorities and methods to finance transportation projects, as coordinated with the Capital Facilities Element.			
Modify-Minor	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.	Maintain broad-based financing capability to address Mobility Implementation Plan Performance Targets gaps through projects adopted in the TFP and the CIP.	refer to adopted MIP Performance Target gaps Funding strategies separated in a new policy
New		TR 127.1		Seek broadly-based financing through a mix of funding sources to support the TFP and the CIP through proportional participation from the beneficiaries of the system. 1.The citywide community; 2.Existing businesses and property owners; and 3.New development.	Split off from TR-127
Retain	Transportation Finance	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.	
Retain	Transportation Finance	TR-129	Seek state and federal funds for transportation capital, maintenance, and operations.	Seek state and federal funds for transportation capital, maintenance, and operations.	

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Modify-Minor	Transportation Finance	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 address Performance Target gaps for people walking, biking, riding transit, and travelling in a car.	Refer to Performance Target gaps
Retain	Transportation Finance	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).	
Retain	Transportation Finance	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.	
Retain	Transportation Finance	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.	
Retain	Transportation Finance	TR-134	Secure funding to implement transit service and capital facilities.	Secure funding to implement transit service and capital facilities.	
	Environmental Considerations	Policies that address how transportation infrastructure will minimize impacts to the natural environment in coordination with the policies of the			
Modify-Minor	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 impacts, while supporting the city's long-term transportation and land use objectives.	Use "supporting" rather than "addressing" Neighborhood impacts covered in the Neighborhood Protection section.
Retain	Environmental Considerations	TR-136	Support means to reduce transportation-source greenhouse gas emissions.	Support means to reduce transportation-source greenhouse gas emissions.	Environmental Stewardship Plan and the MIP refer to per-capita VMT to advance GHG reduction
Repeal	Environmental Considerations	TR-137	Consider design treatments for arterials to reduce traffic noise in residential neighborhoods.		Refer to TR-135

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Repeal	Environmental Considerations	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.		Refer to TR-135
Modify-minor	Environmental Considerations	TR-139	Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed.	Add electric vehicle charging stations in designated curbside zones as required through development review.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
Modify-minor	Environmental Considerations	TR-140	Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.	Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible consistent with the Watershed Management Plan.	Refer to the Watershed Management Plan for details - planned for late 2022
	<b>Neighborhood Protection</b>	Policies that address how the city will protect neighborhoods from impacts associated with the transportation system, such as noise, congestion, and			
Retain	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.	
Modify-minor	Neighborhood Protection	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 study, planning, design, permit, and construction phases.	
Repeal	Neighborhood Protection	TR-143	Evaluate neighborhood impacts and Complete Streets implementation opportunities as part of corridor and subarea transportation studies.		
Modify-minor	Neighborhood Protection	TR-144	Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.	Involve affected neighborhoods and residents in the planning and design of transportation system improvements.	
Modify-minor	Neighborhood Protection	TR-145	Minimize spillover parking into residential neighborhoods through residential parking zones and other measures.	Implement residential parking zones and other measures to address adverse impacts of non-residential parking in neighborhoods.	Retain intent while reorienting the policy "action" statement.
Modify-minor	Neighborhood Protection	TR-146	Monitor traffic volume on residential streets and establish appropriate traffic control measures with residents' concurrence.	Monitor traffic volume and speed on residential streets and establish appropriate traffic control measures with residents' concurrence.	add "speed"
Modify-minor	Neighborhood Protection	TR-147	Balance the needs of all roadway users when designing and building neighborhood traffic safety projects.	Consider the needs of all roadway users when designing and building neighborhood traffic safety projects.	"Consider" rather than "balance" as policy statements are never really clear how to do the balancing.

Change (Retain, Modify-major, Modify-minor, New, Delete, Move)	Topic/Section	Policy Number	Policy Text	2024 CPPU Proposed Language	Reasoning
Repeal	Neighborhood Protection	TR-148	Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.		Basically a safety issue covered in TR-141
Modify-minor	Neighborhood Protection	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 that adhere to Vision Zero and Complete Streets principles to slow vehicular travel speed along residential streets and to discourage cut-through traffic	Also add speed to TR-146
	<b>New Curb Management policies.</b>				
New	Curb Management	New 1		Designate curb uses, curb typologies, and modal priorities.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
New	Curb Management	New 2		Concider implementation of a pay-for curb use program	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
New	Curb Management	New 3		Identify and create regulated passenger loading zones for taxi and rideshare use, primarily within the Type 1 Performance Management Area as defined in the Mobility implementation Plan.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
New	Curb Management	New 4		Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
New	Curb Management	New 5		Create mobility hubs in alignment with King County Planning Policy guidance.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
New	Curb Management	New 6		Consider creating designated curbside zones to allow for vendor and food truck activity.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
New	Curb Management	New 7		Consider creating activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.
New	Curb Management	New 8		Develop and implement a Curb Management plan that designates a curb typology, established a pay-for curb use program recommendation, facilitates dynamic curbside management, and accounts for various movement, access, and placemaking functionalities.	Curb management policy reviewed with City Council on November 14, 2022, adoption scheduled for December 5, 2022.