

This packet includes proposed policy amendments. Policy numbers reflect final policy enumeration. All policy numbers refer to the new number unless the number is preceded by (old number).

Key			
	Repealed (moved, old location)		New Policy
	Modified		Retained (moved, new location)

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
Transportation			
Transportation and Land Use			
TR-1	TR-1	Integrate land use and transportation <u>planning and</u> decisions to ensure that the two mutually support the Comprehensive Plan.	Note: Updated to clarify policy intent to include the planning phase of project identification and prioritization in support of land use.
TR-2	TR-3	Direct transportation investments and services to support the <u>designated Urban Center and the Countywide Centers growth strategy of identified in the</u> Countywide Planning Policies.	Note: Updated to include Countywide Centers. Urban Center is Downtown. Countywide Centers are BelRed Countywide Center, Crossroads Countywide Center, Eastgate Countywide Center, Factoria Countywide Center, Wilburton-East Main Countywide Center.
TR-3	TR-4	Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.	

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*	TR-5	Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.	Note: Moved to Land Use element and incorporated into policy LU-41.
Transportation Demand Management			
*TR-4	TR-8	Establish targets to increase the proportion of commute trips by <u>non-drive-alone mode</u> . 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.	Note: Split into 2 policies, because the policy contains two topics, now policies TR-4 and TR-5.
TR-5		<u>Periodically evaluate progress toward mode share targets and adjust programs and activities as needed to achieve them.</u>	Note: Split into 2 policies, TR-4 and TR-5.

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*TR-6	TR-9	<p>Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit <u>service</u> providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address the following factors <u>such as the following</u>:</p> <ol style="list-style-type: none"> 1. <u>Parking management</u>; 2. Services Assistance to facilitate and increase the use of transit, carpooling, vanpooling, walking, bicycling, <u>active transportation</u> and alternative flexible <u>work</u> schedules; 3. Other <u>transportation</u> demand management program elements, including marketing, outreach and incentives; and 4. Reporting, monitoring, and performance evaluation standards. 	Note: Updated to clarify policy intent of this Transportation Demand Management policy.
TR-7	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.	
TR-8	TR-118	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.	Note: Updated to clarify policy intent.

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TR-9	TR-12	Continue to ensure that the city as an employer sets a positive example by maintaining Maintain a comprehensive and effective transportation demand management program for city employees, <u>to set an example for other employers.</u>	Note: Updated to focus on the city's TDM program as a good example.
TR-10	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.	
TR-11	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.	
TR-12	TR-15	Provide outreach and assistance to increase awareness and use of alternatives to driving alone for all types and purposes of trips.	
TR-13	TR-16	Evaluate and facilitate car-sharing and bike <u>micromobility</u> -sharing programs.	Note: Updated language to include all types of programs that focus on shared mobility and individualized transportation mobility devices.

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TR-14	TR-17	Support federal and state tax policies that promote transit use and ridesharing.	
TR-15	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.	
TR-16	TR-19	Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of travel demand management.	
Mobility Management <u>and Technology</u>			
*TR-17	TR-20	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system <u>network</u> in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.	Note: Updated terminology referring to the transportation network.
*TR-18	TR-21	Ensure that the transportation system <u>network</u> infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.	Note: Updated terminology.
TR-19	TR-22	Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.	

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
*TR-20	TR-2	To a Aggressively plan, manage, and expand transportation investments to reduce congestion and expand <u>mobility</u> opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.	Note: Updated for grammar and policy format (begin with the action).
*TR-21	TR-23	Incorporate pedestrian and bicycle facility improvements into roadway projects <u>to provide complete and connected active transportation networks in accordance with the Pedestrian and Bicycle Transportation Plan.</u>	Note: Updated to clarify policy intent. Reference adopted plan not needed in policy because “complete and connected” provides the policy direction. Current design may supersede Ped/Bike Plan.
TR-22	TR-24	Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies. <u>the Mobility Implementation Plan.</u>	Note: Updated to add Council-adopted Mobility Implementation Plan. Recommend including references to adopted documents identify the types of facilities to incorporate.
*TR-23	TR-25	Increase system connectivity <u>and system completeness</u> for all <u>transportation</u> modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets arterial network throughout the city.	Note: Updated to clarify policy intent that Complete Streets is applicable to arterials rather than local streets.
TR-24	TR-26	Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).	
	TR-27	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.	Note: Removed because policy outcome is subjective, and to limit traffic volume is not within the city's powers.

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-25	TR-28	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.	Note: Grammatical correction for consistency with multimodal concurrency.
TR-26	TR-29	Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.	Note: Updated to focus generally on the adopted Mobility Implementation Plan.
TR-27	TR-30	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.	Note: Updated to clarify that the MIP is updated with the periodic update, not with annual updates.
	TR-31	Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.	Note: Removed because the city has adopted a multimodal concurrency approach and relies on the Mobility Implementation Plan to set performance targets.
TR-28	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 <u>Mobility Implementation Plan Performance Targets</u> through updates to the Transportation Facilities Plan.	Note: Updated to note that the Performance Targets are adopted in the Mobility Implementation Plan. The Transportation Facilities Plan is informed by an analysis of performance target gaps and project concepts that could address them.
TR-29	TR-33	Plan for <u>and prioritize</u> transportation system projects to accommodate the forecast demand and support land use and to meet address Performance Targets-Target gaps in each update of the Transportation Facilities Plan.	Note: Updated to clarify that policy intent is implemented through the Mobility Implementation Plan.

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*TR-30	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 <u>network</u> facilities.	Note: Updated to simplify language.
*TR-31	TR-35	Design, maintain, and protect the transportation <u>network system</u> to be resilient to disaster <u>and impacts related to climate change</u> .	Note: Recommendation from Climate Vulnerability Assessment (5.1.5).
TR-32	TR-36	Designate curb uses, curb typologies, and modal priorities.	
TR-33	TR-37	Consider implementation of a pay-for curb use program	
TR-34	TR-38	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.	
TR-35	TR-39	Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.	
TR-36	TR-40	Consider creating designated curbside zones to allow for vendor and food truck activity.	
TR-37	TR-41	Consider creating activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions.	

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-38	TR-42	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.	
Regional Transportation Coordination			
TR-39	TR-43	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.	Note: Updated to add transit service providers.
TR-40	TR-44	Develop the transportation system in a manner that supports the regional land use and transportation vision adopted in VISION 2040, 2050 , the <u>2022-2050 Regional Transportation 2040 Plan</u> and the Countywide Planning policies for King County.	Note: Updated dates.
	TR-45	Work with other Eastside Transportation Program (ETP) participants to identify and implement high priority transportation investments.	Note: Redundant with TR-39 and TR-40.

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-41	TR-46	Utilize the Eastside Transportation Program participating jurisdictions and agencies Partnership as a forum for the planning, funding, and programming coordination 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.	Note: Updated to simplify (remove what-to-do list) and clarify policy intent.
TR-42	TR-47	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.	
TR-43	TR-48	Develop and implement inter-local agreements for cooperative solutions for <u>Cooperate with other jurisdictions to resolve</u> mutual land use and transportation concerns.	Note: Updated to clarify policy intent, does not preclude initiating an interlocal agreement or other type of solution.
	TR-49	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.	Note: Removed because the policy is outdated. See Policies TR-38 to TR-42 for current cooperative framework.
TR-44	TR-50	Provide an arterial system, and encourage the state to provide a freeway system, that together support local and regional mobility and land use plans.	
Roadways Streets			

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-45	TR-51	Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.	
TR-46	TR-52	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.	
TR-47	TR-53	Provide sufficient arterial rights-of-way <u>or obtain easements</u> to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context <u>the visual and functional continuity of the corridor</u> .	Note: Updated to focus on the visual aspects of neighborhood character.
TR-48	TR-54	Design arterials and streets to fit the intended character of the areas through which they pass.	
*TR-49	TR-55	Maintain and enhance safety for all users of the roadway <u>street</u> network.	Note: Updated terminology.
*TR-50	TR-56	Ensure that maintenance of the existing transportation system <u>network facilities</u> be given priority consideration.	Note: Updated terminology.
TR-51	TR-57	Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential safety improvements and implement recommended changes.	

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TR-52	TR-58	Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.	
	TR-59	Minimize visual distractions, extraneous objects, and excessive clutter along arterials.	Note: Removed because it is subjective and does not give guidance as to prioritization. Placement of signs and other objects in the right-of-way is addressed in Bellevue's City Code.
TR-53	TR-60	Minimize the number of driveways <u>along</u> arterials to improve the pedestrian <u>and bicycle</u> environment and <u>to</u> reduce the potential for pedestrian and vehicle collisions.	Note: Updated to simplify and include bicycles.
*TR-54	TR-61	Ensure that city roadway <u>street</u> improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.	Note: Updated terminology.
*TR-55	TR-62	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. Assess arterial <u>speed limits and address concerns related to safety through appropriate speed limits, countermeasures and other techniques.</u>	Note: Updated to clarify policy direction and focus on vehicle speed. The design of arterial corridors (ie, Spring Boulevard) is conducted through a public process and technical review.
TR-56	TR-63	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.	

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TR-57	TR-64	Strive to achieve zero <u>eliminate</u> traffic deaths and serious injuries on Bellevue streets by 2030 <u>in accordance with the Vision Zero Strategic Plan.</u>	Note: Updated to refer to the Vision Zero Strategic Plan.
*TR-58	TR-65	Develop a programmatic approach to Vision Zero that integrates components of Education, Encouragement, Enforcement, Engineering, Equity and Evaluation. <u>Update Vision Zero Action Plans annually to systemically and holistically address safety challenges using the Safe System Approach.</u>	Note: Updated language to be consistent with the Vision Zero Strategic Plan.
TR-59	TR-66	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>	Note: Updated language to be consistent with the Vision Zero Strategic Plan.
Transit			
TR-60	TR-67	Work <u>Implement the Bellevue Transit Master Plan in collaboration</u> with transit <u>service</u> 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.	Note: Updated to clarify policy intent.
TR-61	TR-68	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.	

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TR-62	TR-69	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	TR-70	Support a frequent transit network in Bellevue that serves transit 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.	Note: Updated language to be consistent with “mobility hub” terminology used by Puget Sound Regional Council.
TR-64	TR-71	Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and amenities.	
TR-65	TR-72	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	TR-73	Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods in collaboration with transit service providers and private-sector developers.	Note: Updated to clarify policy intent.
*TR-67	TR-74	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-75	Secure transit system facilities and service to support planned land use.	Note: Redundant with policy TR-62.

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	TR-76	Advocate for transit service enhancements paired with city commitments to implement transit-supportive infrastructure.	Note: Redundant with Policy TR-67.
TR-68	TR-77	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.	
*TR-69	TR-78	Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.	
	TR-79	Ensure that the transit system includes commuter parking facilities that are located and managed to intercept trips close to the trip origins.	Note: Removed because park and ride facilities transit service providers are not planning for park and rides in Bellevue as part of future updates to the transit system. Any new park and ride facility, where permitted in Bellevue, would be reviewed as a Conditional Use.
TR-70	TR-80	Identify and preserve necessary right-of-way for transit facilities <u>in collaboration with transit service providers.</u>	Note: Updated to clarify conditions of implementation.

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TR-71	TR-81	Develop and maintain safe and convenient <u>active transportation</u> pedestrian access to transit stops and stations, through shared responsibility with transit providers <u>and private-sector developers</u> , 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.	Note: Updated to use the more general terms and include private-sector developers as a responsible party. Removed limiting list.
TR-72	TR-82	Facilitate <u>safe</u> intermodal transfers and increased access to transit stations <u>in mobility hubs</u> through partnerships with <u>public transit service providers</u> and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.	Note: Updated language to be consistent with terminology used by PSRC.
TR-73	TR-83	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.	
	TR-84	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.	Note: Evaluation of a potential new park and ride, where permitted, is covered in the Land Use Code (BCC 20.25L.020) as a conditional use permit.

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	TR-85	Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.	Note: Removed because the policy is outdated. See Policies TR-38 to TR-42 for current cooperative framework.
*TR-74	TR-86	Work collaboratively <u>Collaborate</u> with employer-based and other private transit systems-service providers to ensure that these services systems are integrated into the into transit service planning within the city and curb management practices.	Note: Updated terminology and to clarify policy intent and relationship with curb management.
TR-75	TR-87	Create mobility hubs in alignment with King County Planning Policy guidance.	
TR-76	TR-88	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.	
TR-77	TR-89	Develop a <u>Collaborate with transit service providers to expand high capacity transit system in collaboration with the transit providers that advances</u> to advance the city's long-term transportation and land use objectives, minimizes environmental and neighborhood <u>residential</u> impacts, and optimizes regional system <u>ridership and</u> performance.	Note: Updated to reflect current service levels of high capacity transit. Updated to be specific about the neighborhood impacts of concern.

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	TR-90	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.	Note: Removed outdated policy...this is standard practice.
	TR-91	Develop and maintain a strong working relationship with transit providers to ensure a collaborative effort to plan and implement high capacity transit.	Note: Redundant with policies TR-38 and TR-39.
TR-78	TR-92	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-79	TR-93	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-80	TR-94	Support plans by transit <u>service</u> providers to connect Bellevue, Seattle, <u>Kirkland</u> and <u>Redmond</u> activity centers/ <u>Issaquah</u> with high-capacity transit service that optimizes convenience for riders.	Note: Updated to focus on connections that will be made through ST3 investments.

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*TR-81	TR-95	<p><u>Collaborate with transit service providers to pPlan for</u> 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"> 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. 	Note: Removed prescriptive and limiting list.

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TR-82	TR-96	<p>Partner with transit providers and work closely with neighborhoods, residents, businesses and other stakeholders in the design, <u>security, maintenance and operation</u> 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. 	Note: Updated to include additional aspects of the stations to engage the community in. Updated to specify engaging residents as well as businesses. Removed prescriptive and limiting list.
*TR-83	TR-97	<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. 	Note: Updated to remove prescriptive and limiting list.

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*TR-84	TR-98	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.	
TR-85	TR-99	Protect residential neighborhoods adjacent to high capacity transit facilities from spillover impacts, including parking and cut through traffic, resulting from system related to 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.	Note: Broadened to include any type of transit facility and type of spillover impact.
TR-86	TR-100	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.	Note: Updated to remove prescriptive and limiting techniques for addressing safety.
*TR-87	TR-101	Provide for efficient high capacity transit operation and Support transit speed and reliability <u>investments intended to achieve performance targets in the Mobility Implementation Plan</u> , while maintaining capacity for other modes.	Note: Updated to clarify policy intent and add reference to the Mobility Implementation Plan.

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	TR-102	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.	Note: Redundant with policy TR-81.
TR-88	TR-103	Ensure that agreements with transit providers include elements to provide long-term safety and security, operation and maintenance of stations.	
TR-89	TR-104	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.	Note: Updated to include implementation.
TR-90	TR-105	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.	

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	TR-106	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.	Note: Priority for documenting and addressing noise impacts is a component of the State Environmental Policy Act (SEPA).
TR-91	TR-107	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.	
TR-92	TR-108	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.	Note: Updates to remove implementation details that would be covered in the Land Use Code and SEPA.
Pedestrian and Bicycle <u>Active</u> Transportation			
TR-93	TR-109	Promote and facilitate walking and bicycling <u>active transportation</u> .	Note: Updated to use more inclusive “active transportation” language.
TR-94	TR-110	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.	Note: Updated to use more inclusive ‘active transportation’ language.

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-95	TR-111	Implement the Pedestrian and Bicycle Transportation Plan and <u>evaluate, describe, and prioritize</u> projects that <u>address Performance Target gaps through 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.	Note: Updated to remove the enumeration and focus on addressing performance target gaps in the process set up in the MIP.
*TR-96	TR-112	Construct, maintain and repair pedestrian and bicycle facilities <u>for active transportation</u> in accordance with current standards, and guidelines.	Note: Updated terminology.
*TR-97	TR-113	Obtain sidewalk and trail improvements and easements <u>for active transportation facilities</u> , and <u>provide on-site bicycle parking consistent with the Pedestrian and Bicycle Transportation Plan and the Land Use Code</u> through development review.	Note: Updated terminology.
*TR-98	TR-114	Coordinate with <u>the Washington State Department of Transportation and with neighboring jurisdictions in the planning, design and, construction and maintenance of active transportation</u> pedestrian and bicycle facilities that pass through Bellevue as part of a regional system.	Note: Updated terminology and to include WSDOT as a collaborator, ie) I-90 Trail/Mountains to Sound Greenway Trail.

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TR-99	TR-115	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-116	Support education and information programs to promote a share the road/share the trail message.	Note: Removed this specific action item as it is generally included in the Vision Zero Strategic Plan, Safe Systems approach.
TR-100	TR-117	Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling <u>active transportation</u> in pedestrian and bicycle project design and funding.	Note: Updated to use more inclusive language.
*	TR-118	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.	Note: Removed because the policy is outdated. Policies TR-100 and TR-101 provide direction for the future of the Eastrail.
TR-101	TR-119	Promote and support the design, development and use of the Eastside Rail <u>Eastrail Corridor</u> as a regional multimodal facility.	Note: Updated to reflect current conditions.
*TR-102	TR-120	Provide for <u>current or future</u> multi-modal transportation use and access when considering public and private projects adjacent to and across the Eastside Rail <u>Eastrail Corridor</u> .	Note: Updated to reflect current conditions.
*TR-103		<u>Promote and support the design, development and use of the Grand Connection as a regional active transportation facility.</u>	Note: Added to include planning for the continued development of the Grand Connection.

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-104	TR-121	Support establishment and operation of a bicycle sharing program <u>shared micromobility service</u> in Bellevue.	Note: Updated to use the broader term “micromobility”, aligned with terminology used by PSRC.
TR-105	TR-122	Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.	
*TR-106	UD-81	<u>Integrate the Mountains-to-Sound Greenway Trail into the I-90 corridor through Bellevue.</u>	Note: Moved from Urban Design and the Arts element.
State and Federal Highways and Corridors			
TR-107	TR-123	Support and advocate for improved freeway-to-freeway access.	
TR-108	TR-124	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-109	TR-125	Encourage the Washington State Department of Transportation to enhance freeway access to serve Downtown Bellevue, Wiburton, BelRed, Eastgate and Factoria.	
TR-110	TR-126	Work with state and regional agencies to ensure adequate capacity for both general purpose and high occupancy vehicle traffic on state highways.	
*TR-111	TR-127	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.	Note: Updated to be more inclusive of all impacts -could be noise, light/glare, stormwater and other impacts identified in a SEPA evaluation

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
*TR-112	TR-128	Support <u>transit agencies in developing</u> high capacity transit facilities and service on I-90, I-405, and SR- 520 that will <u>support planned growth and</u> accommodate anticipated transit ridership.	Note: Updated to clarify policy intent.
TR-113	TR-129	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.	
*TR-114	TR-130	Support <u>Collaborate with partner agencies to include</u> ing facilities for pedestrians and bicycles <u>active transportation</u> when planning, designing and constructing enhancements to I-90, I-405 and SR-520.	Note: Updated to include more inclusive language.
TR-115	TR-131	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-116	TR-132	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.	
TR-117	TR-133	Require new development to provide for large-scale freight loading and unloading on-site rather than on the public right-of-way.	
TR-118	TR-134	Provide flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through development review and curb operation changes.	

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
Transportation Finance			
TR-119	TR-135	Maintain <u>broad-based</u> financing capability to meet the city's adopted mobility targets <u>address Mobility Implementation Plan Performance Targets gaps</u> through a mix of funding sources, as identified projects adopted in the TFP and the CIP. Seek broadly-based financing through proportional participation from the beneficiaries of the system, including: <ol style="list-style-type: none"> The citywide community; Existing businesses and property owners; and New development. 	Note: Updated to add Mobility Implementation Plan. Split into 2 policies TR-118 and TR-119 because of two separate policy topics.
TR-120		<u>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.</u> <ol style="list-style-type: none"> <u>The citywide community;</u> <u>Existing businesses and property owners; and</u> <u>New development.</u> 	Note: Split into 2 policies TR-118 and TR-119.
TR-121	TR-136	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.	

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
*TR-122	TR-137	<u>Leverage local funding to seek and secure state and federal funds for transportation capital, maintenance, and operations.</u>	Note: Updated to clarify policy intent – local match for grants, etc.
TR-123	TR-138	Provide and prioritize transportation funding to meet <u>address</u> Performance Targets <u>Target gaps</u> for people walking, biking, riding transit, and travelling in a car.	Note: Updated to refer to performance target gaps for all modes.
TR-124	TR-139	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-125	TR-140	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-126	TR-141	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-127	TR-142	Secure funding to implement transit service and capital facilities.	
Environmental Considerations			

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
*TR-128	TR-143	Develop the transportation system in Bellevue to <u>avoid</u> , minimize <u>or mitigate</u> environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives.	Note: Updated to clarify policy intent. Avoid, minimize and mitigate are SEPA priorities.
*TR-129	TR-144	Support means to reduce <u>per capita vehicle miles traveled and</u> transportation-source greenhouse gas emissions.	Note: Updated to specifically identify per-capita VMT.
	TR-145	Consider design treatments for arterials to reduce traffic noise in residential neighborhoods.	Note: Redundant with policy TR-143, covered by SEPA
	TR-146	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.	Note: Redundant with policy TR-143, covered by SEPA.
TR-130	TR-147	Add electric vehicle charging stations in designated curbside zones as required through development review.	
*TR-131		<u>Partner with state, county, and local jurisdictions and agencies on mobility electrification.</u>	Note: Added to support electrification network for cars, busses and other means of transportation.
*TR-132	TR-148	Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.	
Neighborhood Protection <u>Residential Safety</u>			

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-133	TR-149	Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.	
TR-134	TR-150	Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the <u>study, planning, designing, permitting</u> design, permit , and construction phases.	Note: Add “study” and “permit” and correct grammar.
	TR-151	Evaluate neighborhood impacts and Complete Streets implementation opportunities as part of corridor and subarea transportation studies.	Note: Removed outdated policy.
*TR-135	TR-152	Involve affected neighborhoods, <u>residents</u> and other <u>community partners</u> interested citizens in the planning and design of transportation system improvements.	Note: Updated to use more inclusive language.
*TR-136	TR-153	Minimize <u>non-residential parking in spillover parking</u> into residential neighborhoods through residential parking zones and other measures.	Note: Updated to clarify that it is the non-residential parking that is to be addressed.
TR-137	TR-154	Monitor traffic volume <u>and speed</u> on residential streets and establish appropriate traffic control measures with residents’ concurrence.	Note: Updated to include speed.
TR-138	TR-155	Balance <u>Consider</u> the needs of all roadway users when designing and building neighborhood traffic safety projects.	Note: Changed to “consider” as the policy priorities must be appropriate to the context and the corridor.
	TR-156	Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity.	Note: Redundant with policy TR-128.

New Number	Old Number	Proposed Policy Change	Reason for Change/CPP/Note
TR-139	TR-157	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.	Note: Updated to refer to implementing plans.