

Policy	Transportation Commission Direction on May 13, 2021		Transportation Commission (TC) Preliminary Recommendation May 27
	Confirm staff recommendation Y/N	Transportation Commission Comment and Direction	TC Preliminary Policy Recommendation
		Need a new Goal statement	Goal: To improve the quality of mobility in Bellevue while balancing livability, economic growth, safety, and other city priorities.
TR-2	N Revise	Congestion should be addressed as part of transportation system performance. Cover all modes in policy. Describe intent, be aspirational. Original policy had a direction to it, the recommended policy states only a basic option. Infrastructure is the focus, not services "Improve mobility quality/experience for all users of the system." State the intent improve mobility – for the user.	Improve the multimodal transportation system and the quality of the travel experience for all users.
TR-20	Y Minor revision	Capitalize the term Performance Management Area - since this will be a proper noun that defines expectations. Define in the Mobility Implementation Plan	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in a corridor approach within and across Performance Management Areas.
TR-22	Y Minor revision	Delete "concurrency" before Performance Management Area Use narrative text in Transportation Element to emphasize that prioritization is part of a regular process to improve MMLOS performance Define in the Mobility Implementation Plan	Prioritize, implement and adjust projects, programs, and resources as deemed necessary to meet Complete Streets goals and to advance toward the Performance Targets and timelines established in the Mobility Implementation Plan, recognizing the range of mobility needs of neighborhoods, arterial corridors and Performance Management Areas.

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TR-29	Staff recommends repeal	Integrate policy concept to describe the intended relationships between projects that address vehicle congestion and other community values Provide Narrative content in the Transportation Element	Staff note: Vehicle congestion is considered in the context of revised Policy TR-22, specifically related to the Performance Targets (that will include vehicle congestion metrics and geography to be defined in the Mobility Implementation Plan). Define the "Layered Network" in the Mobility Implementation Plan, including the relationship between projects to address vehicle congestion and the compatibility with land use and other community values.
TR-30	Y Minor revision	Capitalize the term Performance Management Areas Focus on transportation system performance-define targets Define in the Mobility Implementation Plan Staff note: in the final Comprehensive Plan, renumber to place this policy before TR-22.	Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.
TR-34	Y	In the "narrative" describe the big picture and what multimodal concurrency and the performance monitoring for each mode are intended to accomplish Staff note: this policy topic is covered in TR-22, could repeal	Evaluate the performance of all modes and adjust projects, priorities, programs and resources as deemed necessary to address the Performance Targets established in the Mobility Implementation Plan.
TR-73	Y Minor revision	Change travel "time" to travel "speed". The travel speed metric is consistent with Performance Target and MMLOS	Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between activity centers.

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TR-132	Y Minor revision	<p>Capitalize "Performance Management Areas" Define in the Mobility Implementation Plan <i>Staff note: this policy is similar to TR-22. Add "timelines" to TR-22 and repeal TR-132.</i></p>	<p>Provide and prioritize transportation funding to address Performance Targets within Performance Management Areas on timelines defined in the Mobility Implementation Plan.</p>
New A	N Revise	<p>Revise with intent and add definitions to MIP. Clarify concurrency as a citywide approach vs MMA's or other geography Clarify intent, (ie.) Build supply concurrent with demand to achieve Performance Targets in MIP. Separate into 2 policies, one for concurrency and one for performance. <i>Staff note: Performance Targets are covered in TR-22</i> Targets are aspirational not requirements. Define Performance Targets in Mobility Implementation Plan</p>	<p>Employ a citywide multimodal approach to transportation concurrency that balances the demand for mobility from new development with the supply provided by the City.</p>
New B	Y Minor revision	<p>Define the term "Mobility Unit" or seek a better term that is clear to understand <i>Staff note: recommend the term Mobility Implementation Credit as a substitute for Mobility Unit. Define in MIP.</i> Define in the Traffic Standards Code.</p>	<p>Evaluate each development proposal to ensure that Mobility Implementation Credits are available to meet the demand generated by the development.</p>
New C	N	<p>Revise to emphasize TFP update Integrate New policy E Remove the word "program" Change "recalibrate" to "rebalance"</p>	<p>Rebalance the transportation system to address the Performance Targets and the forecast demand for mobility in each update of the Transportation Facilities Plan.</p>

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		<p>Potential revision: "During each update of the TFP, balance the supply and demand of the transportation system." Staff note: Clarify in narrative text that the TFP does not update the concurrency program.</p>	
New D	N	<p>Integrate into new Policy A Include Growth Management Act references in narrative text</p>	
New E	N	<p>Integrate into new Policy C Use Performance Targets to define gaps.</p>	
New F	N	<p>Not recommended for stand-alone policy Use content in the narrative text</p>	