

Policy	Transportation Commission Direction on May 27, 2021	Transportation Commission (TC) Preliminary Recommendation June 10
	TC comments highlighted in green	Changes <u>to policy</u> based on TC comment from May 27.
New Goal or Policy	<p>Commissioner Ting recommended a goal statement</p> <p>Staff note: The transportation system is intended to serve <u>everyone in Bellevue</u> (not only residents), and the goal/policy language should reflect that.</p>	<p>GOAL: To improve all mobility options so that every<u>one in</u> Bellevue resident has a safe, comfortable, and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally sustainable and higher capacity modes.</p> <p>OR, <u>a new</u> policy could replace TR-2</p> <p>POLICY: Improve all mobility options so that every<u>one in</u> Bellevue resident has a safe, comfortable, and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally sustainable and higher capacity modes.</p>
TR-2	<p>No further direction</p> <p>Staff note: Draft policy could be repealed depending on TC direction on new policy above.</p>	Improve the multimodal transportation system and the quality of the travel experience for all users.
TR-20	<p>No further direction</p> <p>Staff notes: Recommended to say..."in accordance with the Mobility Implementation Plan". Policies in the Transit section in the Transportation Element refer to the Transit Master Plan and the Pedestrian and Bicycle section policies reference the Pedestrian and Bicycle Transportation Plan, so a reference to the Mobility Implementation Plan in this policy would be similar.</p>	<p>Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in a corridor approach within and across Performance Management Areas.</p> <p><u>Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Mobility Implementation Plan.</u></p>

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TR-22	<p>Use language that is directive to “meet” or “achieve” Performance Targets</p> <p>When setting Performance Targets in the MIP, be sure that they are “smart” targets...measurable</p> <p>Staff note: Implementation “timelines” and “mobility needs of neighborhoods, arterial corridors and Performance Management Areas” will be embedded in Performance Targets through the MIP</p> <p>Staff note: Existing TR-22 uses the term “meet”. Be consistent in policy and use the term “meet” throughout.</p>	<p>Engage the community to prioritize projects, programs, and resources to meet Complete Streets goals and to advance toward meet 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.</p>
TR-30	<p>No further direction</p> <p>Staff note: The Mobility Implementation Plan will contain Performance Targets and Performance Management Areas, so not needed to call these out in this policy.</p> <p>Staff note: Staff recommends that the policy refer to “changed” circumstances. This term is embedded in the Comprehensive Plan Amendment decision criteria.</p>	<p>1. Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.</p> <p>2. Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each update of the Comprehensive Plan, or as otherwise warranted by changedevolving circumstances.</p>
TR-34	<p>Need stronger policy direction “meet” vs “address” with regard to Performance Targets</p> <p>Make sure Performance Targets defined in the MIP include each mode</p> <p>Staff note: The intent is to be responsive to the findings of performance evaluations when updating the TFP.</p>	<p>Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to addressmeet the Performance Targets through updates to the Transportation Facilities Plan.</p>
TR-73	<p>Staff note: The transit travel speed Performance Metric is consistent with the Performance Target in MMLOS</p>	<p>Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Ccenters.</p>

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TR-132	<p>Need stronger policy direction with regard to the effort to “meet” or “achieve” Performance Targets. “Address” is vague.</p> <p>Staff note: “Achieve” is in the current TR-132. Staff recommends to use “meet” for consistency with other policies.</p> <p>Staff note: This policy could be repealed as TR-34 is very similar.</p> <p>Staff note: MIP will include timelines for performance, no need to state in policy</p>	<p>Provide and prioritize transportation funding to address-meet Performance Targets <u>for each mode within Performance Management Areas on timelines defined in the Mobility Implementation Plan.</u></p>
New A	<p>No further direction</p> <p>Chair: Don’t use the term “Concurrency Account Credit/Debit” in policy – it’s an implementation term that should be included and defined in the MIP.</p> <p>Staff note: The Transportation Standards Code will define concurrency and also define Concurrency Accounts Credit/Debit (or whatever we end up calling supply and demand)</p>	<p>Employ a citywide multimodal approach to transportation concurrency that provides an adequate supply of mobility to meet the demand from new development.</p>
New B	<p>No further direction</p> <p>Staff note: New A and New C cover the topic of supply and demand. This draft policy does not add any new or different direction. It could be removed without consequence to policy direction for concurrency.</p>	<p>Evaluate each development proposal to ensure that Concurrency Account Credits are available to meet the demand generated by the development.</p>
New C	<p>Chair: Policy should tie together the land use, the infrastructure and the performance of the infrastructure</p>	<p>Plan for transportation system improvements projects to address the Performance Targets and provide adequate supply of mobility to meet <u>accommodate</u> the forecast demand <u>and to advance toward</u> meet Performance Targets in each update of the Transportation Facilities Plan.</p>