

Downtown Subarea Plan DRAFT Transportation Goals and Policies V_1.1		Still valid or Time to go	What's <b>missing</b> from the current plan	<b>New policy or Edit</b> existing	DRAFT Transportation Commission Recommendation How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
<b>Goals and Policies</b> Numbered policies are existing, "A, B, C, etc" policies are proposed new					
<b>The Great Place Strategy</b>	To remain competitive in the next generation, Downtown Bellevue must be viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure.	Still valid	Mobility options	Edit existing <b>Coordinate with Downtown Livability</b>	To remain competitive <del>in the next generation</del> , Downtown Bellevue must be viable, livable, memorable, and accessible. <del>It must become</del> As the symbolic <del>as well as</del> and functional heart of the Eastside, <u>Downtown Bellevue has</u> Region through the <del>continued location of</del> cultural, <u>commercial</u> , entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by <del>a variety of</del> unique public places, <u>and</u> great public infrastructure <u>and accessible mobility options</u> .
<b>Hierarchy Character and Function of Streets</b>	The streets in Downtown Bellevue may be placed in a hierarchy based on their connectivity, cross-section, and current and future volume. As the graphic below shows, there are a range of street types in Downtown Bellevue. The pedestrian-bias streets of NE 6th and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street Pedestrian Corridor shifts from west to east from a limited auto-access street, to no auto access, to a transit mall. Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that provide a signature look and feel. At the other end of the spectrum are auto-bias streets. They will provide pleasant pedestrian environments, but are intended for current high vehicle volumes, and will be required to serve similar and increasing volumes in the future. Bellevue Way, NE 4th, NE 8th, and 112th Ave NE are examples. The streets in between auto-bias and pedestrian-bias are said to be neutral. They will evolve over time to serve both pedestrians and automobiles in a manner that reinforces the adjacent land uses and travel demands of future development.	Still valid	Introduce the concept of Transit Priority Streets or Corridors	Edit existing <b>Coordinate with Downtown Livability</b>	The streets in Downtown Bellevue <del>may be</del> placed in a <u>hierarchy designed and managed</u> based on their connectivity, cross-section, and current and future <u>traffic and transit</u> volume. <u>As the graphic below shows,</u> there <del>are</del> <u>is</u> a range of street types in Downtown Bellevue. The pedestrian- <del>bias</del> <u>bias-focused</u> streets of NE 6th Street and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street Pedestrian Corridor <del>shifts</del> <u>morphs through a series of "rooms"</u> from west to east from a limited auto-access street ( <u>street as plaza</u> ), to no auto access ( <u>garden hillclimb</u> ), to a transit mall ( <u>transit central</u> ), <u>and extends to the eastern edge of Downtown with a mix of modes in a new mountain vista segment. Eventually the pedestrian connection will extend across I-405 and link Downtown and Wilburton.</u> Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that <del>provide</del> <u>create a the</u> signature look and feel. <u>At the other end of the spectrum are a</u> Auto- <u>bias-focused</u> streets. <del>They will provide a</del> pleasant pedestrian environments, but are <u>designed and</u> intended <u>to accommodate large numbers of</u> current high v <u>vehicles</u> volumes, <u>and will be required to serve similar and increasing volumes in the future.</u> Bellevue Way, NE 4 <sup>th</sup> Street, NE 8 <sup>th</sup> Street, and 112th Ave NE are <del>examples</del> <u>the auto-focused streets.</u> <del>The Other Downtown</del> streets <u>in between auto bias and pedestrian bias</u> are said to be <u>mode-</u> neutral. <del>They</del> <u>These streets will evolve over time to serve both</u> pedestrians, <u>bicycles, transit</u> and automobiles in a manner that reinforces the adjacent land uses, <u>urban design character</u> , and travel demands <del>of future development.</del> <u>Transit priority streets - 108<sup>th</sup> Avenue NE, Main Street, NE 6<sup>th</sup> Street, NE 10<sup>th</sup> Street - are essential components of the frequent transit network and they carry large numbers of passengers on buses, especially during the peak commute hours.</u>
<b>S-DT-39</b>	Utilize a hierarchy of streets to guide right-of-way use in a manner that will promote a safe, attractive environment for both motorized and non-motorized users.	Still valid	All modes	Edit	Utilize <u>the intended street character and function a hierarchy of streets</u> to guide right-of-way <u>design and</u> use in a manner that will promote a safe, attractive environment for <u>persons traveling in both motorized and non-motorized users</u> any mode.

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S-DT-40	Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.	Still valid		Coordinate with Downtown Livability	Enhance the appearance <u>and function</u> of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian scaled lighting, street furniture, <u>bicycle parking</u> , paving treatments, medians, or other softening <u>and design</u> treatments as appropriate.
S-DT-41	Minimize disruption of vehicular flow on auto-bias streets.	Still valid		Edit	<del>Minimize disruption of</del> <u>Prioritize</u> vehicular flow <u>in the design and management of</u> <del>an</del> auto- <u>bias-focused</u> streets.
S-DT-A			Pedestrian bias streets	New	<u>Prioritize pedestrian activity, access and comfort in the design and management of pedestrian-focused streets.</u>
S-DT-B			Transit priority streets	New – confirm with Transit Master Plan	<u>Prioritize the movement of people on buses, especially during peak commuting periods, in the design and management of transit priority streets.</u>
Signature Streets	The functional aspect of Downtown Bellevue's streets can be refined around a set of signature themes. The graphic below shows three types of signature streets. Bellevue Way, Main Street in Old Bellevue, and the NE 6th Pedestrian Corridor are identified as <i>Shopping Streets</i> . The others are 106th Avenue NE as <i>Entertainment Avenue</i> , and 108th Avenue NE as Downtown's <i>Commerce Avenue</i> . These streets will help tie Downtown together with complementary uses and design elements. All these streets will continue to support multiple uses, with the unique identities evolving over time.	Still valid		Coordinate with Downtown Livability	The functional aspect of Downtown Bellevue's streets can be refined around a set of signature themes. The graphic below shows three types of signature streets. Bellevue Way, Main Street in Old Bellevue, and the NE 6 <sup>th</sup> <u>Street</u> Pedestrian Corridor are identified as <i>Shopping Streets</i> . The others are 106th Avenue NE as <i>Entertainment Avenue</i> , and 108th Avenue NE as Downtown's <i>Commerce Avenue</i> . These streets will help tie Downtown together with complementary uses and design elements. All these streets will continue to support multiple uses, with the unique identities evolving over time.
S-DT-42	Reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.	Still valid		Coordinate with Downtown Livability	Reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.

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S-DT-45	Continue to encourage the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue.	Still valid	Pedestrian Corridor	Edit Move to Pedestrian section <b>Coordinate with Downtown Livability</b>	Continue to <del>encourage the</del> <u>develop</u> NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue <u>through public and private-sector investments</u> .
S-DT-C			Design Pedestrian corridor to ensure universal accessibility	New Move to Pedestrian section <b>Coordinate with Downtown Livability</b>	<u>Implement design components and wayfinding along the NE 6<sup>th</sup> Street Pedestrian Corridor to create an accessible connection.</u>
Mid-Block Pedestrian Crossings	The scale of Downtown's 600-foot long superblocks provides a challenge in creating a fine-grained pedestrian environment. In select locations, there may be opportunities to improve pedestrian mobility across arterial streets with signalized mid-block pedestrian crossings. The graphic below shows the concept for a series of these connections and the impact they could have as a system. The precise location and number of these crossings will be determined by the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment. Midblock crossings would not be appropriate on auto-biased streets, but may be possible on auto-neutral streets and pedestrian-biased streets.	Still valid		Incorporate parts into new Mid-Block Crossing section narrative	<del>The scale of Downtown's 600-foot long superblocks provides a challenge in creating a fine-grained pedestrian environment. In select locations, there may be opportunities to improve pedestrian mobility across arterial streets with signalized mid-block pedestrian crossings. The graphic below shows the concept for a series of these connections and the impact they could have as a system. The precise location and number of these crossings will be determined by the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment. Midblock crossings would not be appropriate on auto-biased streets, but may be possible on auto-neutral streets and pedestrian-biased streets.</del>
S-DT-47	Reinforce the importance of the pedestrian in Downtown Bellevue with the use of a series of signalized midblock crossings. Consideration should be given to the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment when implementing mid-block crossings.	Still valid		Edit Move to Mid-Block Crossing section	<del>Reinforce the importance of the pedestrian in Downtown Bellevue with the use of</del> <u>implement</u> a series of signalized, <u>unsignalized and grade-separated</u> mid-block crossings, <u>the unique design of each crafted in c-</u> Consideration <del>should be given to the design</del> of adjacent superblocks, <del>consideration of</del> traffic flow, and the <u>intended</u> quality of the pedestrian environment <del>when implementing mid-block crossings</del> .

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S-DT-57	Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.	Still valid	Wilburton commercial connections	Edit Move to Pedestrian section	Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential <b>and commercial</b> areas. <b>Note to TC: These are not mapped</b>
Northwest Village S-DT-60	Enhance the connection and interface for the pedestrian from the Northwest Village District to Bellevue Square.	Time to go	Covered in comprehensive pedestrian and bicycle mobility options		<del>Enhance the connection and interface for the pedestrian from the Northwest Village District to Bellevue Square.</del>
Northwest Village S-DT-61	Examine additional opportunities for on-street parking in the district.	Time to go	Covered in comprehensive on-street parking strategy		<del>Examine additional opportunities for on-street parking in the district</del>
Northwest Village S-DT-62	Explore opportunities for shared parking, or a park-once district concept for short term parking.	Time to go	Apply to Downtown as a whole	Similar to DT-89 <b>Coordinate with Downtown Livability</b>	<del>Explore opportunities for shared parking, or a park-once district concept for short term parking</del>
City Center North S-DT-66	Improve pedestrian connectivity from City Center North to the Ashwood District to the east, Northwest Village to the west, and across NE 8th Street to the south.	Time to go	Covered in comprehensive pedestrian and bicycle mobility options		<del>Improve pedestrian connectivity from City Center North to the Ashwood District to the east, Northwest Village to the west, and across NE 8th Street to the south.</del>
Ashwood S-DT-71	Examine additional opportunities for on-street parking in the district.	Time to go	Covered in comprehensive on-street parking strategy		<del>Examine additional opportunities for on-street parking in the district.</del>
Ashwood S-DT-73	Provide pedestrian and bicycle connectivity across I-405 at NE 10th Street.	Time to go	Covered in comprehensive pedestrian and bicycle mobility options		<del>Provide pedestrian and bicycle connectivity across I-405 at NE 10th Street.</del>

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Eastside Center District S-DT-80	Pedestrian Crossings may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE 8th Street, and over NE 4th and NE 8th Streets between Bellevue Way and 110th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.	Still valid	Also covered in comprehensive pedestrian and bicycle mobility options	Edit Move to Pedestrian section	Pedestrian <del>Crossings-bridges may be</del> appropriate over the public right-of-way <u>only</u> on Bellevue Way between NE 4th Street and NE 8th Street, <del>and over</del> NE 4th <u>Street between Bellevue Way and 110th Avenue NE,</u> and NE 8th Street between Bellevue Way and <del>110th-112th</del> Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.
Eastside Center District S-DT-81	Develop the NE 6th Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity.	Still valid		Edit Move to Pedestrian section <b>Coordinate with Downtown Livability</b>	Develop the NE 6th <u>Street</u> Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that <del>add to pedestrian movement and activity</del> <u>activate the corridor, and incorporate design components that ensure accessibility.</u>
Eastside Center District S-DT-86	Discourage use of the eastern portion of this District for large scale, stand-alone transit parking. Transit parking may be appropriate if combined with other uses.	Time to go	If retained, apply to Downtown as a whole		<del>Discourage use of the eastern portion of this District for large scale, stand-alone transit parking. Transit parking may be appropriate if combined with other uses.</del>
Old Bellevue S-DT-89	Explore opportunities for shared parking, or a park-once district concept, to improve the availability of the short term parking supply for retail and service users.	Still valid	Apply to Downtown as a whole	Edit Move to Parking section <b>Coordinate with Downtown Livability</b>	Explore opportunities for shared parking, or a park-once district concept, to improve <u>utilization of</u> the <del>availability of the</del> short term <u>off-street</u> parking supply. <del>for retail and service users</del>
S-DT-99	Emphasize the street environment as a key component of the Downtown open space network.	Still valid		Edit <b>Coordinate with Downtown Livability</b>	Emphasize the street <u>and sidewalk</u> environment as <del>a</del> key component <u>s</u> of the Downtown open space network.

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S-DT-109	Provide an east-west connection through the Downtown Subarea for the Lake-to-Lake Trail system.	Time to go	Lake-to-Lake trail system is established by the Pedestrian and Bicycle Transportation Plan as running along Main Street		<del>Provide an east-west connection through the Downtown Subarea for the Lake to Lake Trail system.</del>
S-DT-114	Strengthen pedestrian connections between Downtown Park and other Downtown features, such as Bellevue Square, the NE 6th Street pedestrian corridor, Bellevue Way, Main Street, and Meydenbauer Bay. This will enhance the role of the Park as a major pedestrian destination and as a pedestrian linkage with other areas of Downtown.	Still valid		Edit Move to Pedestrian section	Strengthen pedestrian connections between <u>the</u> Downtown Park and <del>other Downtown features, such as Meydenbauer Beach Park,</del> Bellevue Square, the NE 6th Street <del>pedestrian</del> <u>Pedestrian e</u> Corridor, Bellevue Way, <del>and Main Street</del> <u>Old Bellevue,</u> and Meydenbauer Bay. This will enhance the role of the Park as a major pedestrian destination and as a pedestrian linkage with other areas of Downtown. <b>Refer to map Figure XX</b>
Neighborhood Traffic & Parking Management S-DT-118	Protect the residential neighborhoods surrounding Downtown from traffic impacts by monitoring traffic volume levels on residential streets and establishing appropriate traffic control measures with residents' concurrence.	Still valid		Edit Move to Transportation Element	<del>Protect the residential neighborhoods surrounding Downtown from traffic impacts by monitoring</del> <u>Monitor</u> traffic volume <del>levels</del> on residential streets and establishing <del>ing</del> appropriate traffic control measures with residents' concurrence.
S-DT-119	Establish residential parking permit programs wherever appropriate in the residential communities surrounding Downtown and enforce parking violations to eliminate parking spillover from Downtown.	Still valid		Edit Move to Transportation Element	Establish residential parking permit programs where <del>ver</del> appropriate in <del>the</del> residential <u>communities surrounding neighborhoods</u> <del>Downtown</del> and enforce parking violations to eliminate <u>non-residential</u> parking <del>spillover on residential streets.</del>
S-DT-122	Require development occurring within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.	Time to go	Covered citywide in Transportation Element, TR-37, 38		<del>Require development occurring within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.</del>
Transportation & Circulation Goals:	To provide an accessible transportation network for motor vehicle circulation, public transportation, high occupancy vehicles, pedestrian circulation, bicycle circulation, and integrated parking.	Still valid		Edit	To provide an accessible transportation network <u>with mobility options</u> for <del>motor private</del> <u>vehicles</u> <del>circulation,</del> <u>public transportation</u> <del>transit riders,</del> <u>high occupancy</u> <del>vehicles,</del> pedestrian <del>circulations,</del> <u>and</u> <del>bicyclist</del> <u>se</u> <del>circulation, and integrated parking.</del>

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	To identify the road and transit improvements needed to implement the city's vision for Downtown Bellevue as a dense, mixed-use urban center.	Still valid		Edit	To identify <u>and implement</u> the <del>road and transit</del> <u>multimodal transportation system</u> improvements <del>needed to implement support the city's vision for</del> Downtown Bellevue as a dense, mixed-use urban center.
<b>Regional Roadway Access</b>	Downtown Bellevue relies on regional access to prosper from both an economic and cultural standpoint. This requires a significant amount of coordination with other local, state, and federal partners. Maintaining adequate regional accessibility is also essential in minimizing impacts on Bellevue's arterial and local streets.	Still valid		Edit	Downtown Bellevue relies on regional <u>roadway</u> access to prosper from both an economic and cultural standpoint. <u>Improvements to the regional roadway system would improve Downtown circulation and level of service without adding capacity for vehicles within the Downtown street grid. This</u> <del>Implementation of regional roadway projects that support Downtown Bellevue</del> requires <del>a significant amount of</del> coordination with <del>other</del> local, state, and federal partners. Maintaining <u>and enhancing adequate</u> regional <u>roadway</u> accessibility is <u>also</u> essential <del>in to</del> <u>minimiz</u> ing regional traffic impacts on Bellevue's arterial and local streets.
<b>S-DT-126</b>	Aggressively pursue local, state, and federal action to implement improved automobile and high occupancy vehicle (HOV) access to and from the Downtown Subarea from I-405 at NE 6th Street.	Still valid, in part	Policy maintains support for Downtown access improvements, project list will itemize projects.	Edit	<del>Aggressively pursue</del> <u>Pursue and actively participate in</u> local, state, and federal action to <del>implement</del> improved <u>automobile general purpose</u> and high occupancy vehicle (HOV) access to and from <del>the Downtown Subarea from I-405 at NE 6th Street.</del>
<b>S-DT-127</b>	Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.	Time to go	Planning complete, project under construction		<del>Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.</del>
<b>S-DT-128</b>	Minimize growth of traffic on arterial streets in residential areas north, west and south of Downtown by encouraging the use of freeway facilities. Arterial streets should not function as alternative routes to freeways. Traffic flow should be managed in accordance with the relevant Subarea Plan policies and should be distributed among arterial streets.	Still valid, in part		Edit Move narrative to Transportation Element	Minimize growth of traffic on arterial streets in residential areas north, west and south of Downtown by encouraging the use of freeways <u>facilities for regional trips</u> . <del>Arterial streets should not function as alternative routes to freeways. Traffic flow should be managed in accordance with the relevant Subarea Plan policies and should be distributed among arterial streets.</del>
<b>S-DT-129</b>	Emphasize the use of 114th Avenue SE as the primary arterial street between SE 8th and Main Street. Provide direct access from 114th Avenue SE to I-405 through the SE 8th interchange modification so as to minimize traffic impacts on the residential neighborhood south of Downtown.	Time to go	Complete		<del>Emphasize the use of 114th Avenue SE as the primary arterial street between SE 8th and Main Street. Provide direct access from 114th Avenue SE to I-405 through the SE 8th interchange modification so as to minimize traffic impacts on the residential neighborhood south of Downtown.</del>

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<b>Regional and Local  Transit Mobility</b>	The 2020 growth forecast for Downtown Bellevue shows a significant increase in transit demand. To meet this demand, a doubling of overall transit frequency will be required to ensure sufficient local and regional service for workers, residents, and visitors. This increase in transit service will result in a quadrupling of transit ridership. High capacity transit is a key component of the long-range vision for Downtown. Achieving high levels of transit ridership to Downtown Bellevue will also depend on a significant expansion of service for local and regional routes and Park and Ride capacity for trips that originate outside the city. These improvements will seek to provide a competitive trip frequency and travel time advantage, as well as locate parking in areas where a significant increase in ridership is expected to originate. Dedicated transit lanes on 108th Avenue NE and the 106th/108th one-way couplet would improve transit service and schedule reliability. Revisions to simplify and speed service within Downtown are recommended to achieve the large increase in transit trips internal to Downtown – 30 percent of the total ridership increase. To maintain Downtown mobility, transit should be targeted to connect the Bellevue Transit Center, major retail and office areas, and activity areas adjacent to Downtown such as Overlake Hospital.	Still valid	Defer overall transit policy to the Transportation Element	Edit Update/replace language to reflect Downtown transportation plan recommendations for transit passenger mobility.	<ul style="list-style-type: none"> <li> The 2020 growth forecast for Downtown Bellevue shows a significant increase in transit demand. To meet this demand, a doubling of overall transit frequency will be required to ensure sufficient local and regional service for workers, residents, and visitors. This increase in transit service will result in a quadrupling of transit ridership. High capacity transit is a key component of the long-range vision for Downtown. Achieving high levels of transit ridership to Downtown Bellevue will also depend on a significant expansion of service for local and regional routes and Park and Ride capacity for trips that originate outside the city. These improvements will seek to provide a competitive trip frequency and travel time advantage, as well as locate parking in areas where a significant increase in ridership is expected to originate. Dedicated transit lanes on 108th Avenue NE and the 106th/108th one-way couplet would improve transit service and schedule reliability. Revisions to simplify and speed service within Downtown are recommended to achieve the large increase in transit trips internal to Downtown – 30 percent of the total ridership increase. To maintain Downtown mobility, transit should be targeted to connect the Bellevue Transit Center, major retail and office areas, and activity areas adjacent to Downtown such as Overlake Hospital. </li> </ul> <p> Community input and transit demand forecast based on Downtown population and employment growth supports an understanding of the following essential components of Downtown transit service: </p> <p> <b>Coverage:</b> Frequent transit service routing and stops serve employees and residents within short walking distances of transit stops. A distributed transit network will provide service coverage for an estimated 97% of Downtown residents and employees in 2030 (up from 86% in 2010), and will reduce transit and pedestrian congestion in and around the Bellevue Transit Center. </p> <p> <b>Capacity:</b> Accommodate transit passengers on buses and platforms, as well as buses on Downtown streets and at the Bellevue Transit Center. While Bellevue does not provide transit service, the City can advocate to the transit agencies for incremental enhancements to Downtown transit service that will support a projected 57,000 daily Downtown transit riders in 2030. </p> <p> <b>Speed and Reliability:</b> Use technology and right-of-way to expeditiously move bus passengers to and through Downtown Bellevue along designated transit priority corridors, as shown in Figure XX. Speed and reliability improvements may be implemented along corridors and at intersections to the benefit of transit passengers and overall mobility. </p> <p> <b>Passenger Access, Comfort and Information:</b> Support transit passengers before and after they ride the bus or train. Context-appropriate components for transit stops could be implemented by the City, the transit agencies, or incorporated into new development through the amenity incentive system. Four types of Downtown transit stop are: Local transit stop, Primary transit stop, Frequent Transit Network/RapidRide station, and the Transit Center/Multimodal Hub. Comfortable pedestrian and bicycle access to and from transit stops and light rail stations will enhance ridership and transit coverage. </p>

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S-DT-130	Encourage transit service providers to improve transit connections between Downtown and the city's neighborhoods.	Time to go	Defer to Transit Master Plan		<del>Encourage transit service providers to improve transit connections between Downtown and the city's neighborhoods.</del>
S-DT-131	Work with transit providers to significantly expand transit service, including express bus transit, to Downtown Bellevue to accommodate anticipated increases in ridership.	Time to go	Defer to Transit Master Plan		<del>Work with transit providers to significantly expand transit service, including express bus transit, to Downtown Bellevue to accommodate anticipated increases in ridership.</del>
S-DT-132	Explore ways of providing the most effective transportation services and marketing programs for trips between major retail, office, and transit facilities Downtown, as well as activity areas on the edge of Downtown such as Overlake Hospital.	Time to go	Defer to Transit Master Plan		<del>Explore ways of providing the most effective transportation services and marketing programs for trips between major retail, office, and transit facilities Downtown, as well as activity areas on the edge of Downtown such as Overlake Hospital.</del>
S-DT-D			Introduce the Downtown frequent transit network	New policy	<u>Advocate to transit agencies to establish a Downtown frequent transit network in accord with the Transit Master Plan that provides transit service routing and stops proximate to Downtown employees and residents and to the Medical Institution District.</u>
S-DT-133	Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.	Time to go	This policy is not needed for the Downtown Subarea Plan – Defer to Transit Master Plan		<del>Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.</del>
S-DT-134	Support transit ridership to Downtown Bellevue by encouraging the regional transit providers to expand Park-and-Ride capacity outside of Bellevue.	Time to go	This policy is not needed for the Downtown Subarea Plan – Defer to Transit Master Plan		<del>Support transit ridership to Downtown Bellevue by encouraging the regional transit providers to expand Park-and-Ride capacity outside of Bellevue.</del>

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S-DT-135	Provide space within or near Downtown for bus layovers and other transit facilities needed to support projected levels of transit service and ridership. Layover space and other facilities, whether developed within the right-of-way or off-street, must be located and developed in a manner that minimizes impacts on residential areas, provides an active pedestrian environment and is consistent with the district character direction in this Plan.	Still valid		Edit Separate two policies	Provide space within or near Downtown for bus layovers and other <u>bus</u> transit facilities needed to support projected levels of transit service <del>and ridership. Layover space and other facilities, whether developed within the right-of-way or off-street, must be located and developed in a manner that minimizes impacts on residential areas, provides an active pedestrian environment and is consistent with the district character direction in this Plan.</del>
S-DT-E				New policy derived from S-DT-135	<del>Layover space and other facilities, whether developed within the right-of-way or off-street, must be located</del> <u>Locate and develop bus layover space and other transit facilities in partnership with transit agencies to support Downtown transit service while in a manner that minimizes minimizing impacts on residential areas and the pedestrian environment, provides an active pedestrian environment and is consistent with complementing the Downtown district character</u> <del>direction in this Plan.</del>
S-DT-136	Encourage convenient and frequent transit services and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian.	Still valid	Extract the policy on passenger amenities, transit service addressed in new policy below and in Transit Master Plan	Edit <b>Coordinate with Downtown Livability</b>	<u>Support transit ridership by providing or encouraging others to provide passenger comfort, access and information as needed at each Downtown transit stop. Encourage convenient and frequent transit services and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian</u> <del>the range of the pedestrian</del>
S-DT-F			Advocate for service	New policy	<u>Advocate to the transit agencies for incremental enhancements to Downtown transit service to support the projected 2030 daily Downtown transit ridership.</u>
S-DT-137	Coordinate with transit providers to enhance information and incentives available to transit riders and potential transit riders to encourage and facilitate transit use.	Time to go	Covered in Transportation Element, TDM policies. Specific policy for Downtown is not needed		<del>Coordinate with transit providers to enhance information and incentives available to transit riders and potential transit riders to encourage and facilitate transit use.</del>

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S-DT-138	Work with Sound Transit and other regional partners to develop a High Capacity Transit system that connects Downtown Bellevue to other key activity centers	Time to go	East Link light rail will serve Downtown Bellevue with two stations. Ensure that there is a policy on ST3 planning in the Transportation Element.		<del>Work with Sound Transit and other regional partners to develop a High Capacity Transit system that connects Downtown Bellevue to other key activity centers</del>
S-DT-G			Implement speed and reliability improvements	New policy	<u>Implement transit speed and reliability improvements along Downtown priority transit corridors when there is a demonstrated benefit to transit passengers and overall mobility.</u>
<del>S-DT-143S-DT-H</del>			Provide Downtown light rail station access	New policy	<u>Improve the pedestrian and bicycling environment for access to the two light rail stations that serve Downtown, particularly between the Bellevue Transit Center and the nearby station.</u>
Downtown Roadways	Maximizing the efficiency of our Downtown roadway network will require some significant changes over the next 20 years. These include operational changes, including a one-way couplet on 106th and 108th Ave NE, and extensions of NE 2 <sup>nd</sup> and NE 10th Street across I-405 to 116th Ave NE. These changes will help relieve pressure on NE 4th and NE 8th Street in providing east-west access by more equally distributing volumes over the full network.	Time to go	Need a new narrative to describe the function of Downtown roadways	Mostly new narrative	<p><del>Maximizing the efficiency of our the Downtown roadway network to move vehicles and people will require some significant changes that are largely operational in nature because the roadways are substantially developed to their ultimate configuration over the next 20 years. These include operational changes, including efficiency is achieved through investments in infrastructure and deployment of technology that together allow for demand-based adaptive mobility management. Greater connectivity to the regional transportation system and to points east of Downtown – including extensions of NE 2<sup>nd</sup> Street and NE 6<sup>th</sup> Street – can improve Downtown traffic circulation. Other project concepts, such as a NE 6<sup>th</sup> Street subterranean arterial and grade-separation of Bellevue Way at major intersections may be analyzed in the future. one-way couplet on 106th and 108th Ave NE, and extensions of NE 2<sup>nd</sup> and NE 10th Street across I-405 to 116th Ave NE. These changes will help relieve pressure on NE 4th and NE 8th Street in providing east-west access by more equally distributing volumes over the full network. Substantial roadway traffic capacity has been “created” rather than “constructed”, through investments in intelligent transportation system (ITS) infrastructure and technology. Continued ITS improvements will help the City to manage traffic and transit, enhance the pedestrian environment and improve overall livability.</del></p> <p><u>Downtown roadways will be increasingly required to accommodate multiple mobility options that include private vehicles, transit, walking and bicycling. On-street parking is also a resource on specified roadways that will be in increasingly high demand for short-term use. Each roadway may serve different purposes depending on the time of day, transit use and the nearby land uses.</u></p>

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S-DT-139	Retain the existing odd-numbered streets for vehicular and pedestrian circulation in Downtown. Consider vacating those streets only if such vacation would improve overall circulation in Downtown.	Time to go?	Policy direction may not be needed	Coordinate with Downtown Livability	Retain the existing odd-numbered streets for vehicular and pedestrian circulation in Downtown. Consider vacating those streets only if such vacation would improve overall circulation in Downtown.
S-DT-140	Improve Downtown circulation and arterial continuity to points beyond Downtown by extending NE 2nd and NE 10th Streets across I-405.	Still valid	NE 10 <sup>th</sup> complete. Itemized projects not needed in policy. Refer to project list for 2030 Baseline projects	Edit	Improve Downtown circulation and arterial continuity to points <del>beyond east of</del> Downtown <u>with roadway extensions and improvements across I-405, including envisioned extensions of NE 2<sup>nd</sup> Street and NE 6<sup>th</sup> Street.</u>
S-DT-141	Improve traffic flow within Downtown by creating a one way couplet consisting of 106th Avenue NE (northbound) and 108th Avenue NE (southbound) between Main Street and NE 12th Street. Provide contraflow transit operations on 108th Ave NE between NE 4th and NE 8th Street.	Time to go	Not considered to be an operational improvement for vehicles		<del>Improve traffic flow within Downtown by creating a one way couplet consisting of 106th Avenue NE (northbound) and 108th Avenue NE (southbound) between Main Street and NE 12th Street. Provide contraflow transit operations on 108th Ave NE between NE 4th and NE 8th Street</del>
S-DT-142	Restrict left turns at mid-block locations and at major intersections where needed to improve traffic operations, safety, and/or capacity.	Still valid		Edit	Restrict left turns <del>at mid-block locations and at major intersections</del> where needed to improve traffic operations, safety, and/or capacity.
S-DT-143	Enhance the city's computerized traffic control system to maximize the operation of the traffic signals in Downtown, and encourage use of transit through improved speed and reliability for transit coaches.	Still valid		Edit	Enhance the city's <del>computerized intelligent transportation traffic control</del> system to maximize the <del>operation</del> <u>efficient use</u> of the <del>Downtown street</del> traffic signals in Downtown, and <del>to encourage use of transit through</del> improved <u>transit</u> speed and reliability <del>for transit coaches</del> .

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Mid-Block <b>Access</b> Connections	Mid-block connections are necessary to provide parking garage and loading/delivery access without disrupting traffic flow on the major arterial streets. These mid-block connections on private property will be part of the overall design, viability, and pedestrian friendliness of the superblock development, and could create attractive physical environments for the pedestrian while still providing vehicular access. Mid-block connections should be developed under flexible design standards. Traffic flow and capacity constraints on adjacent streets will be important factors. Midblock connections must be shown to serve a reasonable transportation or planning purpose for serving the developments that contain them; they should not be used as a city regulation to create through-grid streets on private property. The exact alignment and location of mid-block connections is subject to the design process on private property. Mid-block connections are recommended for portions of the 103rd, 105th, and 107 <sup>th</sup> Avenue, and NE 5th and NE 7th Street alignments (see Figure B). Development projects will incorporate mid-block connections for vehicles and/or pedestrians as determined through the development review process.	Still valid	Substantial editing to streamline and to extract the notion of these as pedestrian connections which will be addressed in a new section called "Though-Block Connections"  <u>Include in the Land Use Code</u>	Edit  <b>Coordinate with Downtown Livability</b>	Mid-block <u>access</u> connections <del>are necessary to</del> provide <u>vehicular access to</u> parking garages and loading/delivery <u>areas access</u> without disrupting traffic flow, <u>transit, walking or bicycling</u> on the <del>major</del> arterial streets. These mid-block <u>access</u> connections on private property <del>will be</del> part of the overall <u>Downtown</u> design, viability, and pedestrian friendliness, <del>of the superblock development, and could create attractive physical environments for the pedestrian while still providing vehicular access.</del> Mid-block <u>access</u> connections <del>should be</del> developed under flexible design standards <u>in consideration of the context and intended function</u> . Traffic flow and capacity constraints on adjacent streets will be important factors. Midblock connections must be shown to serve a reasonable transportation or planning purpose for serving the developments that contain them; they should not be used as a city regulation to create through-grid streets on private property. The exact alignment and location of mid-block connections is subject to the design process on private property. Mid-block <u>access</u> connections are <del>recommended</del> <u>intended</u> for portions of the <u>alignments of 103<sup>rd</sup>, 105<sup>th</sup>, and 107<sup>th</sup> Avenues NE, (also 109<sup>th</sup> and 111<sup>th</sup> Avenues NE per Downtown Livability)</u> and NE 5 <sup>th</sup> and NE 7 <sup>th</sup> Streets <u>alignments</u> (see Figure B). Development projects will incorporate mid-block <u>access</u> connections for vehicles and/or pedestrians as determined through the development review process.
S-DT-144	Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock	Still valid		Edit  <b>Coordinate with Downtown Livability</b>	Provide mid-block access <del>corridors-connections</del> within <del>a</del> Downtown superblocks <del>which designed in context to</del> accommodates vehicle access to parking areas, loading/delivery access, and <u>/or to augment</u> pedestrian circulation. <del>Develop specific design concepts and implement them as development occurs in each superblock</del>

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<b>Transportation Demand Management</b>	Transportation demand management (TDM) strategies require coordination between the city, transit agencies and the private sector, and focus on reducing peak hour, single occupant vehicle (SOV) commute trips. TDM strategies to provide information and incentives will encourage commuters and other travelers to try an SOV alternative for trips to Downtown.	Still valid	Incorporate the notion of mobility options developed through the Downtown Transportation Plan	Edit Refer to Transportation Element	Transportation demand management (TDM) <del>strategies creates opportunities to reduce the demand side of the mobility equation and provides opportunities to make more efficient use of existing and planned capacity in the transportation system. TDM strategies often require coordination between the city, transit agencies and the private sector, and</del> focus on reducing <del>peak hour, single occupant vehicle (SOV) drive-alone</del> commute trips, <del>especially at peak hours. TDM strategies to provide</del> <u>Implementation may require coordination between the city, transit agencies and the private sector, and may include providing</u> information and incentives <del>to will</del> encourage commuters and other travelers to try <u>one of the many available mobility options as an SOV alternative to driving alone for Downtown trips to Downtown.</u> The Bellevue Transportation Management Association (TMA) and the programs that it manages promote the use of non-SOV mobility options for commute trips. Refer to the Transportation Element for policies that address transportation demand management on a citywide basis.
<b>S-DT-145</b>	Promote provision of high occupancy vehicle (HOV) transportation services including transit, carpools, and vanpools to, from, and within the Downtown Subarea.	Time to go, per staff			<del>Promote provision of high occupancy vehicle (HOV) transportation services including transit, carpools, and vanpools to, from, and within the Downtown Subarea.</del>
<b>S-DT-146</b>	Support the Bellevue Downtown Transportation Management Association	Still valid		Move to Transportation Element	Support the Bellevue <del>Downtown</del> Transportation Management Association.
<b>S-DT-147</b>	Support the Downtown Transportation Management Program.	Still valid		Embedded in policy S-DT-148	<del>Support the Downtown Transportation Management Program.</del>
<b>S-DT-148</b>	Minimize Downtown SOV commute trips by coordinating with the Bellevue TMA and transit agencies to provide transit and rideshare incentives, subsidies, and promotional materials to Downtown employers and employees.	Still valid		Edit, per staff	Minimize <u>drive-alone trips in Downtown</u> <del>SOV commute trips</del> by coordinating with the Bellevue TMA, <del>and</del> transit agencies, <u>building managers, employers and the general public</u> to provide <u>incentives, subsidies, and promotional materials that encourage the use of transit, and rideshare carpooling, vanpooling, bicycling, walking and compressed work weeks incentives, subsidies, and promotional materials to by</u> Downtown <del>employers and employees</del> <u>and residents.</u>

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<b>Off-Street Parking Demand and Utilization</b>	The parking situation in Downtown Bellevue is characterized by an adequate overall supply of parking, with limited short-term parking in a few areas. This situation is dynamic and will change over time with Downtown land use. Parking industry standards suggest that when a local area's parking supply (within a 700-foot radius) exceeds 85 percent occupancy in the peak parking demand hour, the supply is constrained and does not provide convenient access to visitors who require space for short time periods. These are the most important users for ensuring the economic vitality of the area. When surveys show that the peak hour parking occupancy routinely exceeds 85 percent, a variety of strategies may be implemented to bring peak hour occupancies below the 85 percent criteria. More effective management of the parking supply is the first priority, and if management steps do not lower the utilization rate to under 85 percent, then strategic additions to the parking supply may be warranted. The first management approach should be to shift as many commuters as possible to transit and other alternative modes through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces. Strategies to supplement the parking supply for short term users, where warranted, may include creating more on-street parking, cooperating with private property owners to develop more shared use of existing spaces, or as a last resort, constructing public parking structures at critical locations. Another needed management action is to improve signage to direct visiting motorists to the available public parking supply.		Defer to the Downtown Livability Initiative, as that process is addressing off-street parking as a land use issue.	<b>Coordinate with Downtown Livability</b>	<del>The parking situation in</del> Downtown Bellevue <del>has is characterized by</del> an <del>adequate abundant overall</del> supply of <del>off-street</del> parking, <del>with supplemented by a</del> limited <del>amount of on-street short-term</del> parking <del>in a few areas</del> . This situation is dynamic and will change over time <del>with Downtown land use</del> . Parking industry standards suggest that when a local area's parking supply ( <del>within a 700-foot radius</del> ) exceeds 85 percent occupancy in the peak parking demand hour, the supply is constrained and does not provide convenient access to visitors who require space for short time periods. These are the most important users for ensuring the economic vitality of the area. When surveys show that the peak hour parking occupancy routinely exceeds 85 percent, a variety of strategies may be implemented to bring peak hour occupancies below the 85 percent criteria. More effective management of the parking supply is the first priority, and if management steps do not lower the utilization rate to under 85 percent, then strategic additions to the parking supply may be warranted. The first management approach should be to shift as many commuters as possible to transit and other <del>alternative modes</del> <b>mobility options</b> through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces. Strategies to supplement the parking supply for short term users, <del>where warranted,</del> may include creating more on-street parking, cooperating with private property owners to develop more shared use of existing spaces, or as a last resort, constructing public parking structures <del>at critical locations</del> . Another needed management action is to improve signage to direct visiting motorists to the available public parking supply.
<b>S-DT-149</b>	Establish parking requirements specific to the range of uses intended for the Downtown Subarea.		Defer to the Downtown Livability Initiative.	<b>Coordinate with Downtown Livability</b>	Establish parking requirements specific to the range of uses intended for the Downtown Subarea.
<b>S-DT-150</b>	Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.		Defer to the Downtown Livability Initiative.	<b>Coordinate with Downtown Livability</b>	Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.

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S-DT-151	Encourage the joint use of parking and permit the limitation of parking supply		Defer to the Downtown Livability Initiative.	Coordinate with Downtown Livability	Encourage the joint use of parking and permit the limitation of parking supply
S-DT-152	Evaluate the parking requirements in the Land Use Code and regularly monitor the transportation management program, employee population, parking utilization, parking costs paid by commuters and the percentage of those who directly pay for parking. If monitoring indicates that the use of transit and carpool is not approaching the forecast level assumed for this Plan, revise existing parking and transportation management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.		Defer to the Downtown Livability Initiative.	Coordinate with Downtown Livability	Evaluate the parking requirements in the Land Use Code and regularly monitor the transportation management program, employee population, parking utilization, parking costs paid by commuters and the percentage of those who directly pay for parking. If monitoring indicates that the use of transit and carpool is not approaching the forecast level assumed for this Plan, revise existing parking and transportation <a href="#">demand</a> management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.
S-DT-153	Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems	Still valid	Move to on-street parking section		Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems
S-DT-154	Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.		Defer to the Downtown Livability Initiative.	Coordinate with Downtown Livability	Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.
S-DT-155	Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.		Defer to the Downtown Livability Initiative.	Coordinate with Downtown Livability	Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.
S-DT-156	Investigate allowing Downtown developers to pay a fee into a "pool" in lieu of providing parking on-site. Pooled funds would be used to provide short-term public parking where it is in shortest supply. Land Use Code amendments would be required to provide for the collection and administration of a fee in lieu of parking program.		Defer to the Downtown Livability Initiative.	Coordinate with Downtown Livability	Investigate allowing Downtown developers to pay a fee into a "pool" in lieu of providing parking on-site. Pooled funds would be used to provide short-term public parking where it is in shortest supply. Land Use Code amendments would be required to provide for the collection and administration of a fee in lieu of parking program.
S-DT-157	Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.		Defer to the Downtown Livability Initiative.	Coordinate with Downtown Livability	Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

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<u>Curbside Uses:</u> <u>On-Street Parking;</u> <u>Taxi Stands; Electric</u> <u>Vehicle Charging</u> <u>Stations</u>		Comprehensive discussion and policy related to on-street parking and other curbside uses.	New narrative Coordinate with Downtown Livability	<p><b>On-Street Parking:</b> On-street parking supports businesses and residents with convenient parking opportunities for customers and visitors. This is particularly true in Ashwood, Northwest Bellevue, and Old Bellevue neighborhoods where handy off-street parking is limited. A parking evaluation conducted in 2013 determined that some parking spaces could be added to the inventory. New “high opportunity” spaces would be permanent time-limited spaces achieved through restriping and signing. In the “moderate opportunity” locations the curbside would be used for parking only in off-peak hours and would require extraordinary signage and enforcement. On-street parking spaces could be designated as permanent or temporary loading zones, bicycle corrals/docking stations or taxi stands, as needed. Figure XX is a map of the 2013 on-street parking inventory and potential future parking supply.</p> <p><b>Pay-for-Parking:</b> A pay-for -parking program would utilize electronic pay stations where drivers would pay a fee for the short-term use of an on-street public parking space. Parking program revenue that exceeds what is needed for enforcement and maintenance would be invested in Downtown streetscape improvements.</p> <p><b>Curbside Parcel/Freight Loading/Unloading:</b> Within Downtown, large-scale loading/unloading typically occurs within on-site locations that are designed and designated for that purpose. Smaller deliveries occur on-site, in designated on-street loading zones, and also occur randomly curbside or in the center turn lane. Through development review, the design and location of loading docks and circulation can help ensure an expeditious loading process to encourage this activity to occur on-site rather than on the street.</p> <p><b>Curbside Passenger Pick-Up/Drop-Off:</b> Part of the unscripted urbanism of a vibrant mixed-use urban center is the transfer of pedestrians between vehicles and the sidewalks. While there is no specific “best practice” guidance for managing this activity, passenger loading or unloading is typically accommodated in designated curbside areas. Through development review or repurposing curbside parking, pick-up/drop-off space may be designated in a curbside location.</p> <p><b>Taxi Stands:</b> Typically taxi stands are established where taxis wait to pick up passengers, particularly at major attractions such as hotels, convention venues, shopping/entertainment centers, and transit/light rail stations. Taxi stands work as a first-come, first-served queue, with the taxicab at the front of the line serving the first passenger to arrive, then each taxicab behind it moves ahead. Currently there are no designated on-street taxi stands in Downtown Bellevue. Off-street taxi stands have been incorporated at major hotels. On-street taxi stands should be close to significant generators of pedestrian traffic and where on-street parking may otherwise be a designated curbside use. Temporary taxi-stand use of the curbside may be desirable during evenings and weekends to support nearby entertainment venues.</p> <p><b>Electric Vehicle Charging Stations:</b> Transportation sources contribute significantly to the greenhouse gas (GHG) emissions in Bellevue. Hybrid and electric vehicle technology can reduce GHG emissions. Electric vehicle charging stations are installed within downtown Bellevue buildings for the use of tenants. Public curbside electric vehicle charging stations support the general use of electric vehicles and may be installed in a designated curbside space in a manner similar to an electronic pay station.</p>

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S-DT-153	Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.	Time to go	Replace with policies that reflect the DTP recommendations		<del>Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.</del>
S-DT-I			Introduce high-opportunity parking	New	<u>Add new permanent on-street parking spaces in high-opportunity locations that meet engineering standards for traffic safety.</u>
S-DT-J			Introduce moderate opportunity parking	New	<u>Explore adding moderate-opportunity on-street parking spaces for use during off-peak hours.</u>
S-DT-K			Pay for parking policy	New	<u>Develop a proposal to implement a pay for on-street parking program.</u>
S-DT-L			Loading policy Update Land Use Code as needed	New <b>Coordinate with Downtown Livability</b>	<u>Integrate on-site loading space and/or create designated curbside loading space through development review.</u>
S-DT-M			Passenger pick-up and drop-off Update Land Use Code as needed	New <b>Coordinate with Downtown Livability</b>	<u>Integrate time-limited curbside space for passenger pick-up and drop-off through development review.</u>
S-DT-N			Taxi stand policy	New taxi stand policy	<u>Designate permanent or off-peak curbside taxi stands in high-demand locations.</u>
S-DT-O			Electric vehicle charging station policy	New EV policy	<u>Allow restricted use of on-street parking spaces for electric vehicle charging stations.</u>
<b>Pedestrian Facilities and Bicycle</b>	Downtown Bellevue's 600-foot long superblocks present both challenges and opportunities for safe and cohesive pedestrian and bicycle movement. These transportation modes are addressed in detail in the Pedestrian and Bicycle Transportation Plan. In accordance with the Plan, private development and public capital investments will enhance the environment for pedestrians and bicyclists.		New pedestrian chapter Substantially revise narrative to include pedestrian mobility options. Address bicycle facilities in a	Substantially new narrative <b>Coordinate with Downtown Livability</b>	<del>Downtown Bellevue's 600-foot long superblocks present both challenges and opportunities for safe and cohesive pedestrian and bicycle movement. These transportation modes are addressed in detail in the Pedestrian and Bicycle Transportation Pla</del> <u>In accordance with the Plan, private development and public capital investments will enhance the environment for pedestrians and bicyclists</u> <del>Within Downtown, the quality of the pedestrian environment affects mobility, economic development and quality of life, and walking should be the easiest way to get around. Breaking down the walk trip into its essential components</del>

Downtown Subarea Plan DRAFT Transportation Goals and Policies V_1.1	Still valid or Time to go	What's <b>missing</b> from the current plan	<b>New policy or</b> <b>Edit existing</b>	DRAFT Transportation Commission Recommendation How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
		new section		<p><u>defines the nature of specific enhancements to benefit walking: crosswalks designed to accommodate increasing numbers of pedestrians; mid-block crossings to facilitate pedestrian crossings of arterials between signalized intersections; sidewalks and curbside landscaping that form the fundamental pedestrian infrastructure, and through-block connections that provide walkable corridors through Downtown superblocks. The Downtown urban environment and the anticipated pedestrian demand dictate a context-sensitive design approach for each type of pedestrian facility.</u></p> <p><u>Walking is an increasingly important element of economic vitality, Downtown livability, and personal health. Pedestrians need places to walk that are safe and accessible, comfortable and convenient. New facilities will augment decades of improvements to the pedestrian environment through public and private investments-.</u></p> <p><b>Crosswalks:</b> <u>Three types of crosswalk design treatments are intended to fit the needs of pedestrians in the Downtown urban context: Standard Crosswalks; Enhanced Crosswalks; and Exceptional Crosswalks. Refer to crosswalk map, Figure XX. The Standard Crosswalk design may not be suitable at all intersections due to the high volume of pedestrians, the urban design character, or the traffic conditions. At such locations the features of either Enhanced or Exceptional Crosswalks are integrated. Enhanced crosswalks are used where there are high numbers of pedestrians or vehicles, or both, and where the urban design treatment along the street should be carried through the intersection. Crosswalks that merit "exceptional" treatment are at crossings along the Pedestrian Corridor and in Old Bellevue at crossings along Main Street. Exceptional crosswalk design features incorporated in the crossing of 110<sup>th</sup> Avenue NE at NE 6th Street will create a near-seamless connection between the Transit Center and the light rail station.</u></p> <p><b>Mid-block Crossings:</b> <u>Mid-block crossings may include signalization, median islands, and grade-separated pedestrian bridges. While each mid-block location is a potential candidate for a crossing, a number of higher priority mid-block crossing locations are identified for near-term implementation subject to design and traffic analysis. Refer to mid-block crossing map, Figure XX. Most mid-block crossings are intended to be "at-grade". In consideration of traffic volume, street width, and potential impacts to vehicle travel time of an at-grade crossing, any new mid-block crossing on NE 4th Street and NE 8th Street between Bellevue Way and 112th Avenue NE, and on Bellevue Way between NE 4<sup>th</sup> Street and NE 8<sup>th</sup> Street would be designed as a grade-separated facility.</u></p> <p><b>Sidewalks/curbside Landscaping:</b> <u>Sidewalks are the fundamental infrastructure for pedestrian mobility and incorporate urban design features that enhance livability. The Downtown Land Use Code prescribes the width of sidewalks and the landscaping treatment adjacent to the street in consideration of anticipated pedestrian demand. Refer to sidewalk and landscaping map, Figure XX. Along some streets a continuous landscape planter with street trees along the curbside edge of the sidewalk is installed where pedestrians need a buffer from traffic. This type of treatment is popular with pedestrians and it is a healthier growing environment for street trees.</u></p>

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					<b>Through-block Connections:</b> <u>Through-block connections break up the Downtown superblocks by providing walkways between or sometimes through buildings. The Land Use Code requires that through-block connections be incorporated in new development. The design of through-block connections should include public access wayfinding, utilize commonly recognizable paving material or inlays, and incorporate accessibility according to ADA standards.</u>
S-DT-158	Provide for the needs of bicycles and pedestrians in the design and construction of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6 <sup>th</sup> Street pedestrian corridor, and on 106th Avenue NE where on-street parking and/ or wider sidewalks may be appropriate.	Still valid, significantly modify	Map showing intended sidewalk widths and landscaping	Edit <b>Coordinate with Downtown Livability</b>	<del>Provide for the needs of bicycles and pedestrians in the design and construction sidewalks and landscaping in accordance with Land Use Code standards and with the sidewalk and landscaping plan shown on Figure XX</del> of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6 <sup>th</sup> Street pedestrian corridor, and on 106th Avenue NE where on-street parking and/ or wider sidewalks may be appropriate.
S-DT-159	Enhance the mobility of pedestrians and bicyclists Downtown by improving signals and crosswalks at intersections and mid-block locations.	Still valid	Remove bicycle reference and add crosswalk types	Edit	<del>Enhance the mobility of pedestrians and bicyclists Downtown by improving</del> Provide for signals and crosswalks <u>that incorporate "standard", "enhanced" or "exceptional" design components in accordance with crosswalk types shown on Figure XX</u> at intersections and mid-block locations.
S-DT-160	Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.	Time to go	Redundant to policy S-DT-158 as revised		<del>Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown</del>
S-DT-161	Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as across I-405 to the east.	Still valid			Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as <u>to the east</u> across I-405 <del>to the east</del> .
S-DT-162	Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.	Still valid	Refer to Downtown Livability Initiative	Edit <b>Coordinate with Downtown Livability</b>	Provide <u>for pedestrian through-block pedestrian connections through superblocks that help to</u> create a <b>finer-grained well-connected and accessible</b> pedestrian network.
S-DT-163	Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.	Still valid	Move to new bicycle section		<del>Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.</del>
S-DT-164	Encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.	Still valid	Move to new bicycle section		<del>Encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors</del>

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S-DT-P			Mid-block crossing policy	New	<u>Provide mid-block crossings designed to meet the pedestrian needs and the context at locations shown in Figure XX.</u>
<b>Bicycle Mobility</b>			New bicycle chapter	New narrative <b>Coordinate with Downtown Livability</b>	<u>Bicycling as an attractive mobility option for all ages and abilities of bicycle riders depends on a comprehensive network of on-street and off-street bicycle facilities and wayfinding, plus end-of-ride facilities such as sidewalk bike racks, bike corrals and long-term, secured commuter bike parking. Bicycle facilities provide an important mobility option within Downtown and to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail, as shown in Figures XX, YY and ZZ.</u> <u>Bicycle facility components consist of lane markings, wayfinding, signal actuation, and end-of-ride facilities that are designed to accommodate the need, improve safety and awareness, and reflect the context. Dedicated on-street bicycle facilities may include traditional bicycle lanes, buffered bicycle lanes, and cycle tracks. Shared roadway lanes are typically wide outside lanes and may be marked with “sharrow” lane markings and signage to indicate that bicycles and motor vehicles share the space. Off-street bicycle facilities are separated from motorized use and are typically shared with pedestrians. Wayfinding signage may accompany any bicycle facility type. At signalized intersections, clearly marked detector locations advise bicyclists where to position their bicycles to trigger the signal.</u>
S-DT-163	Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.	Still valid		Edit	Designate and enhance bicycle routes through Downtown to create a <del>more</del> -pleasant and safe environment for bicycling.
S-DT-Q			Bicycle connections to neighborhoods and regional facilities	New	<u>Provide bicycle facility connections and wayfinding to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail.</u>
S-DT-R			Add end of ride facilities	New policy	<u>Install public end-of-ride bicycle facilities such as bicycle racks, bicycle corrals or bike share docking stations to meet the demonstrated or anticipated need.</u>
S-DT-164	Encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.	Still valid	Refer to Downtown Livability Initiative	Edit <b>Coordinate with Downtown Livability</b>	Encourage the developers, <del>and</del> owners <u>and managers</u> of Downtown buildings to provide <u>secure end-of-ride facilities for bicycle commuters long-term bicycle parking and storage for employees and as well as</u> short-term bicycle parking for visitors.

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<b>Pedestrian Corridor</b>	Narrative and policy through the Downtown Transportation Plan			New narrative <b>Coordinate with Downtown Livability</b>	<u>The NE 6th Street Pedestrian Corridor is a high priority route, yet the existing design is deficient. Sections of the corridor are difficult to navigate due to narrow passages, steep sections, tight turns, and poor sightlines. Incremental implementation leaves gaps and poor interface with adjacent buildings. The Pedestrian Corridor will be increasingly important as new development occurs, as the light rail station creates an activity hub, and as a pedestrian and bicycle connection is extended across I-405.</u>
<b>S-DT-S</b>			Refer to Downtown Livability Initiative	New policy <b>Coordinate with Downtown Livability</b>	<u>Develop and implement a concept design to better accommodate accessible travel through appropriate grades and the use of special paving treatments, wayfinding and widening.</u>
<b>S-DT-T</b>			Refer to Downtown Livability Initiative	New policy <b>Coordinate with Downtown Livability</b>	<u>Extend the Pedestrian Corridor designation along the sides of NE 6<sup>th</sup> Street between 110<sup>th</sup> Avenue NE and 112<sup>th</sup> Avenue NE to enhance non-motorized access to the light rail station and to provide a connection to the planned crossing of I-405.</u>
	Additional narrative and policy regarding the design and function of the Pedestrian Corridor will be added through the Downtown Livability Initiative.			<b>Coordinate with Downtown Livability</b>	
<b>Land Use and Transportation Implementation</b>	Repeal most of this section as it is covered - appropriately so - in the Transportation Element				

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			Narrative regarding transportation implementation	New narrative	<p>The Downtown land use forecast anticipates a total of 70,300 jobs and 19,000 residents in 2030, an increase of 27,775 jobs and 12,142 residents over 2010. All of this land use will generate a projected daily activity of about 665,000 person trips, up from about 385,000 in 2010. The assumed 2030 Baseline roadway network includes projects that support Downtown land use and mobility. Within Downtown, the planned expansion of NE 2<sup>nd</sup> Street and 110<sup>th</sup> Avenue NE provide additional vehicular capacity. Roadway projects outside of Downtown improve overall circulation for vehicles, pedestrians and bicyclists. Regional projects provide better access to points beyond Bellevue for both motorists and transit riders.</p> <p>Travel demand modeling and Downtown vehicular level of service (LOS) analysis inform decisions regarding roadway capacity projects. The projected average LOS E for vehicles at Downtown intersections in the 2030 Baseline scenario is reasonable for a multi-modal mixed use urban setting. LOS D is projected in the 2030 "Build" scenario. This level of service outcome indicates that roadway capacity projects beyond those assumed in the model will not be necessary in the 2030 timeframe. Please refer to <b>Table XX</b> for roadway project descriptions and <b>Figure XX</b> for project maps.</p> <p>Attractive Downtown mobility options result in levels of transit use, walking and bicycling sufficient to reduce the need to expand vehicular capacity. Modeling projects a 2030 commuter mode share in Downtown Bellevue of 50% single occupant vehicles, 17% high occupancy vehicles, 32% transit and about 1% walk and bicycle. This projection is based on a myriad of assumptions as varied as the price of gas and parking, freeway tolling and transit availability. Changes in these assumptions may result in shifts in the mode share. History bears this out. Between 1990 and 2010, daily traffic volume on most arterials in Downtown Bellevue remained nearly constant, while new office buildings and residential towers pierced the skyline and retail occupied a larger footprint. While the number of person trips has increased from about 250,000 in 1990 to 385,000 in 2010, and traffic has remained constant, peak hour and daily transit ridership has increased 8-fold.</p> <p>Roadway project ideas identified but not added to the 2030 project list include the concept of a NE 6<sup>th</sup> Street subsurface arterial that would run beneath the alignment of the pedestrian corridor, and grade separation of Bellevue Way at major intersections.</p>
S-DT-165	Implement the transportation facility improvements listed in Table 1 and shown on Figures B and C.	Still valid	Updated project list	Edit	Implement the transportation facility improvements listed in <b>Table 1X</b> and shown on <b>Figures B-X and C-X</b> .

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S-DT-166	Aggressively work with King County-Metro, Sound Transit, the Washington State Department of Transportation, and the Federal Highway Administration to implement the adopted capital facility component in this Plan where they have jurisdiction. The highest priority items in the Plan are state projects on I-405, including modifications to the NE 4th and NE 8th Street interchanges, construction of the NE 6th Street interchange, construction of new I-405/SR-520 access at NE 2nd and NE 10th Streets via collector/distributor lanes, and the widening of I-405 with general purpose and HOV lanes. The city will work to maintain design flexibility and to minimize inconveniences, economic disruption and other construction-related impacts.	Time to go	Covered in Transportation Element. Projects identified on projects section of the Downtown Subarea Plan, as well as in the TFP		<del>Aggressively work with King County Metro, Sound Transit, the Washington State Department of Transportation, and the Federal Highway Administration to implement the adopted capital facility component in this Plan where they have jurisdiction. The highest priority items in the Plan are state projects on I-405, including modifications to the NE 4th and NE 8th Street interchanges, construction of the NE 6th Street interchange, construction of new I-405/SR-520 access at NE 2nd and NE 10th Streets via collector/distributor lanes, and the widening of I-405 with general purpose and HOV lanes. The city will work to maintain design flexibility and to minimize inconveniences, economic disruption and other construction-related impacts.</del>
S-DT-167	Annually review the progress of improvement projects and phasing.	Still valid		Edit	<del>Annually review</del> <u>Monitor</u> the progress of <del>improvement</del> <u>implementation of transportation</u> projects <del>and phasing.</del>
S-DT-168	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.	Time to go	Covered in Transportation Element		<del>Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.</del>
S-DT-169	Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.	Time to go	Covered in Transportation Element		<del>Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.</del>