

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid or Time to go	What's missing from the current plan	New policy or Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
Goals and Policies Numbered policies are existing, "A, B, C, etc" policies are proposed new					
The Great Place Strategy	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	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 <u>and attractive mobility options</u> .
Hierarchy of Streets	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 Consider a heading term other than hierarchy – maybe 'mode priority' or something???	Edit existing	The streets in Downtown Bellevue may be <u>placed in a 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 are is a range of street types in Downtown Bellevue. The pedestrian-bias streets of NE 6th <u>Street</u> and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street Pedestrian Corridor <u>shifts-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), and extends to the eastern edge of Downtown with a mix of modes. Eventually the pedestrian connection will extend across I-405 (mountain vista) 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 provide a-the signature look and feel. At the other end of the spectrum are a Auto-bias streets .They will provide pleasant pedestrian environments, but are <u>designed and</u> intended for current high vehicle volumes, and will be required to serve similar and increasing volumes in the future. Bellevue Way, NE 4 th <u>Street</u> , NE 8 th <u>Street</u> , and 112th Ave NE are examples. The streets in between auto-bias and pedestrian-bias are said to be neutral. They-These streets will evolve over time to serve both pedestrians, <u>bicycles, transit</u> and automobiles in a manner that reinforces the adjacent land uses, <u>urban design character</u> , and travel demands of future development. <u>Transit priority streets - 108th Avenue NE, Main Street, NE 6th Street, NE 10th 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>
S-DT-39	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 a <u>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 any mode.</u>

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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			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 treatments as appropriate.
S-DT-41	Minimize disruption of vehicular flow on auto-bias streets.	Still valid		Edit	Minimize disruption of <u>Prioritize</u> vehicular flow <u>in the design and management of</u> an auto-bias streets.
S-DT-A			Pedestrian bias streets	New	<u>Prioritize pedestrian activity, access and comfort in the design and management of pedestrian bias streets</u>
S-DT-B			Transit priority streets	New – confirm with Transit Master Plan	<u>Prioritize the movement of people on buses through the design and management of transit priority streets, especially during peak commuting periods</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.	Time to go		Confirmed with Downtown Livability Initiative that this typology is not used and is not needed	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.
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.	Time to go			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.
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	Continue to encourage the develop <u>NE 6th Street Pedestrian Corridor</u> as a major unifying feature for Downtown Bellevue <u>through public and private-sector investments</u> .

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S-DT-C			Design Pedestrian corridor to better accommodate wheeled users	New Move to Pedestrian section	<u>Implement design components and wayfinding along the NE 6th Street Pedestrian Corridor to accommodate both pedestrians and wheeled users.</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		Edit Move to Pedestrian section	The scale of Downtown's <u>the</u> 600-foot long superblocks <u>in Downtown Bellevue</u> 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. <u>The graphic below</u> shows the concept for a series of general locations for these connections crossings and the impact benefit they could would have as a <u>pedestrian</u> system. The precise location, <u>design, and signalization</u> 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. At-grade M midblock crossings would not be appropriate on auto-biased streets, but may be possible are the preferred option on auto-neutral streets and pedestrian-biased streets.
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 Pedestrian section	Reinforce the importance of the pedestrian in Downtown Bellevue with the use of by implementing a series of signalized, <u>unsignalized and grade-separated</u> midblock crossings, <u>the unique design of each is crafted in c-</u> Consideration should be given to the design of adjacent superblocks, consideration of traffic flow, and the <u>intended</u> quality of the pedestrian environment when implementing mid-block crossings .
S-DT-57	Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.	Still valid	Wilburton connections	Edit Move to Pedestrian section	Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential <u>and commercial</u> areas outside Downtown.
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		Enhance the connection and interface for the pedestrian from the Northwest Village District to Bellevue Square.

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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		Examine additional opportunities for on-street parking in the district
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		Explore opportunities for shared parking, or a park-once district concept for short term parking
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		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.
Ashwood S-DT-71	Examine additional opportunities for on-street parking in the district.	Time to go	Covered in comprehensive on-street parking strategy		Examine additional opportunities for on-street parking in the district.
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		Provide pedestrian and bicycle connectivity across I-405 at NE 10th Street.
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 Crossings <u>bridges may be</u> appropriate over the public right-of-way <u>only</u> on Bellevue Way between NE 4th Street and NE 8th Street, and over NE 4th <u>Street between Bellevue Way and 110th Avenue NE,</u> and NE 8th Street <u>between Bellevue Way and 110th-112th</u> 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	Develop the NE 6th <u>Street</u> Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity <u>activate the corridor, and incorporate design components that accommodate both pedestrians and wheeled users.</u>

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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		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.
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		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
S-DT-99	Emphasize the street environment as a key component of the Downtown open space network.	Still valid		Edit Move to Downtown Roadways section	Emphasize the street <u>and sidewalk</u> environment as <u>a key components</u> of the Downtown open space network.
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		Provide an east-west connection through the Downtown Subarea for the Lake-to-Lake Trail system.
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 other Downtown features, such as Meydenbauer Beach Park, Bellevue Square, the NE 6th Street pedestrian corridor, Bellevue Way, <u>and Main Street</u> Old Bellevue, 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.
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	Protect the residential neighborhoods surrounding Downtown from traffic impacts by monitoring <u>Monitor</u> traffic volume levels on residential streets and establishing appropriate traffic control measures with residents' concurrence.

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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 wherever appropriate in the residential communities surrounding neighborhoods Downtown and enforce parking violations to eliminate commuter parking spillover .
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		Require development occurring within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.
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 that provides mobility options for motor-private vehicles circulation, public transportation transit riders, high occupancy vehicles, pedestrian circulations, and bicyclistse circulation, and integrated parking.
	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 and implement the road and transit multimodal transportation system improvements needed to implement support the city's vision for Downtown Bellevue as a dense, mixed-use urban center.
Regional Roadway Access	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 roadway access to prosper from both an economic and cultural standpoint. Improvements to the regional roadway system are demonstrated to improve Downtown circulation and level of service without the need to add capacity for vehicles within the Downtown street grid. This implementation of regional roadway projects that support Downtown Bellevue requires a significant amount of coordination with other local, state, and federal partners. Maintaining and enhancing adequate regional roadway accessibility is also essential in to minimizing regional traffic impacts on Bellevue's arterial and local streets.
S-DT-126	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	Aggressively pursue and actively participate in local, state, and federal action to implement improved automobile general purpose and high occupancy vehicle (HOV) access to and from the Downtown Subarea from I-405 at NE 6th Street.
S-DT-127	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		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.

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S-DT-128	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 freeway <u>facilities for regional trips</u> . 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.
S-DT-129	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		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.
Regional and Local Transit	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.	Time to go	Defer overall transit policy to the Transportation Element	Edit Update/replace language to reflect Downtown transportation plan recommendations for transit passenger mobility.	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. <u>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:</u> Coverage: <u>Provide frequent transit service routing and stops to serve employees and residents within short walking distances of transit stops. Doing so will provide transit 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.</u> Capacity: <u>Accommodate transit passengers on buses and platforms, as well as buses on Downtown streets and at the Bellevue Transit Center. Acknowledging that Bellevue does not provide transit service, the City can, however, advocate to the transit agencies for incremental enhancements to Downtown transit service that will accommodate up to a 50% increase in daily bus transit service by 2030. Such service enhancements are</u>

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				<p><u>needed to accommodate the anticipated 5-fold increase in transit ridership and will require new funding.</u></p> <p>Speed and Reliability: <u>Use technology and roadway travel lanes to expeditiously move bus passengers to and through Downtown Bellevue along designated transit priority corridors, as shown in Figure XX. While Bellevue does not directly provide transit service, the City does manage the right-of-way on which the buses operate and the signals that control the flow traffic. Tools to improve speed and reliability may include improvements to corridors and intersections to the benefit of transit passengers and overall mobility.</u></p> <p>Passenger Access, Comfort and Information: <u>Support transit passengers before and after they ride the bus or train. To ensure that the transit passenger has comfortable and convenient access to the transit system, four types of transit stop are defined, based largely on ridership and connections. Context-appropriate components are described for each type of transit stop. Transit stop types are not mapped because ridership and land use patterns change over time, nor are specific components prescribed for each stop, but typical components are described to suit each type of transit stop. Transit stop improvements could be implemented by the City, the transit agencies, or incorporated into new development as a component of the amenity incentive system.</u></p> <ul style="list-style-type: none"> • Local Transit Stop: <u>Generally 30 boardings or less per weekday, with a pole-mounted bus stop sign, an ADA standard paved landing pad with access to the sidewalk, a bench, pedestrian scale lighting, and a shelter, with pedestrian and bicycle facilities that provide connections to the nearby neighborhood.</u> • Primary Transit Stop: <u>Weekday boardings between 30 and 100 passengers. Bus routes may cross at nearby intersections and transfers between routes are common. A Primary Transit Stop includes the components of a Local Transit Stop plus features that support boardings and transfers, such as: transit route map and transit transfer wayfinding; real time information displays; trash receptacle; and short-term bicycle parking. Pedestrian access is supported by Enhanced crosswalk components, nearby mid-block crossing(s), through-block connections and neighborhood wayfinding.</u> • Frequent Transit Network/RapidRide Station: <u>Served primarily by RapidRide B, the station may also serve frequent transit network routes. Weekday boardings are in the range of 100 to 1,000 passengers. Include Primary Transit Stop components, plus a sheltered or enclosed passenger waiting area; an Orca Card vending machine, and off-board fare payment. Pedestrian access could include Enhanced or Exceptional crosswalk components, and mid-block crossings.</u> • Transit Center/Multi-Modal Hub: <u>Served by multiple transit routes and transit modes (bus, RapidRide, East Link light rail) with a constant flow of transit vehicles and passengers during the day. Weekday boardings exceed 1,000 passengers. Include Frequent Transit Network/RapidRide Station components; plus facilities such as a public rest room and "Bike Station" facilities with covered/secure, long-term (commuter) bicycle parking. Exceptional crosswalk components and generous sidewalks provide pedestrian access. Roadways accommodate bicycle access from neighborhoods and regional facilities.</u>

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					<u>Wayfinding kiosks for pedestrians provide information on transit connections and Downtown destinations.</u>
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		Encourage transit service providers to improve transit connections between Downtown and the city's neighborhoods.
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		Work with transit providers to significantly expand transit service, including express bus transit, to Downtown Bellevue to accommodate anticipated increases in ridership.
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		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.
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		Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.
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		Support transit ridership to Downtown Bellevue by encouraging the regional transit providers to expand Park-and-Ride capacity outside of Bellevue.

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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 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.
S-DT-E				New	Layover space and other facilities, whether developed within the right-of-way or off-street, must be located Locate and develop ed layover space and other 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 <u>Downtown</u> district character direction in this Plan.
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	Encourage convenient and frequent transit services and provide Provide incentives for transit passenger comfort, access and information to create a seamless transition for a pedestrian and bicyclist to a bus passenger. attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian
S-DT-F			Support transit ridership by providing passenger comfort, access and information	New policy	<u>Support transit ridership through the seamless transition between transit rider and pedestrian by providing or encouraging others to provide passenger comfort, access and information as needed at each Downtown transit stop.</u>
S-DT-G			Advocate for service	New policy	<u>Advocate to the transit agencies for incremental enhancements to Downtown transit service that would support a projected need for a 50% increase in daily bus transit service by 2030 to accommodate the anticipated 5-fold increase in 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		Coordinate with transit providers to enhance information and incentives available to transit riders and potential transit riders to encourage and facilitate transit use.

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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.		Work with Sound Transit and other regional partners to develop a High Capacity Transit system that connects Downtown Bellevue to other key activity centers
S-DT-H			Implement speed and reliability improvements	New policy	<u>Implement speed and reliability improvements along priority transit corridors using the best tools available to improve Downtown transit corridors and intersections to the benefit of transit passengers and overall mobility.</u>
S-DT-I			Provide Downtown light rail station access	New policy	<u>Improve the pedestrian and bicycling environment for access to the Downtown light rail stations, and create extraordinary access 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 nd 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	Essentially need a new narrative to describe the function of Downtown roadways	New narrative	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 enabled through investments in infrastructure and deployment of technology that together allow for demand-based adaptive management of intersections. one-way couplet on 106th and 108th Ave NE, and extensions of NE 2nd 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 "found" roadway capacity has been achieved through the Sydney Coordinated Adaptive Transportation System (SCATS). Continuing to implement operational improvements in the Downtown grid system is an effective way to manage traffic while maintaining and enhancing the pedestrian environment and overall livability. <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 function of the roadways that will be in increasingly high demand for short-term use. Each roadway may function differently depending on the time of day, transit use and the nearby land uses.</u>

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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	Provides no direction that is needed		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 th complete. Itemized projects not needed in policy. Refer to project list for 2030 Baseline projects	Edit	Improve Downtown circulation and arterial continuity to points beyond east of Downtown.
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		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
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 at mid-block locations and at major intersections 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 computerized adaptive traffic control management system (SCATS) to maximize the <u>operation efficiency</u> of the <u>traffic signals in Downtown transportation system in general</u> , and <u>as a tool to encourage use of transit through</u> improved speed and reliability for transit coaches.

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Mid-Block Access 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 th 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"	Edit	Mid-block <u>access</u> connections are necessary to 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 major arterial streets. These mid-block <u>access</u> connections on private property will be a part of the overall <u>Downtown</u> 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 <u>access</u> connections should be 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 recommended <u>intended</u> for portions of the 103rd, 105th, and 107 th Avenue <u>NE</u> , and NE 5th and NE 7th Street alignments (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	Provide mid-block access corridors-connections within a Downtown superblocks which designed in context to accommodate vehicle access to parking areas, loading/delivery access, and <u>or to augment</u> pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock

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Transportation Demand Management	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	<u>Transportation demand management (TDM) strategies involves looking for opportunities to reduce the demand side of the mobility equation and considers 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 focus on reducing peak hour, single occupant vehicle (SOV) drive-alone commute trips, especially at peak hours. TDM strategies to provide Implementation may require coordination between the city, transit agencies and the private sector, and may include providing information and incentives will to encourage commuters and other travelers to try one of the many available mobility options as an SOV alternative to driving alone for Downtown trips to Downtown. 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 of the Comprehensive Plan for policies that address transportation demand management on a citywide basis.</u>
S-DT-145	Promote provision of high occupancy vehicle (HOV) transportation services including transit, carpools, and vanpools to, from, and within the Downtown Subarea.	Still valid		Edit	Promote the provision of <u>services and amenities for high occupancy vehicle (HOV) non-drive-alone transportation services-modes</u> to, from, and within the Downtown Subarea including transit, carpools, vanpools, <u>walking, and bicycling, plus options for telework and compressed work week schedules.</u>
S-DT-146	Support the Bellevue Downtown Transportation Management Association	Still valid		Move to Transportation Element	Support the Bellevue Downtown Transportation Management Association
S-DT-147	Support the Downtown Transportation Management Program.	Time to go		Embedded in S-DT-148	Support the Downtown Transportation Management Program.
S-DT-148	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	Minimize <u>drive-alone commute trips in Downtown SOV commute trips</u> by coordinating with the Bellevue TMA, and transit agencies, building managers, employers and the general public to provide <u>incentives, subsidies, and promotional materials that encourage the use of transit, and rideshare-ridesharing, bicycling, walking and compressed work weeks</u> incentives, subsidies, and promotional materials to by Downtown employers and employees <u>and residents.</u>

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Off-Street Parking Demand and Utilization	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.		The parking situation in Downtown Bellevue is characterized by an adequate overall supply of parking, with limited on-street 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.
S-DT-149	Establish parking requirements specific to the range of uses intended for the Downtown Subarea.		Defer to the Downtown Livability Initiative.		Establish parking requirements specific to the range of uses intended for the Downtown Subarea.
S-DT-150	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.		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.		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.		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.
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.		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.		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.		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.		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	<p><u>On-Street Parking</u></p> <p><u>On-street parking supports businesses and residents by providing a convenient opportunity for customers and visitors to park. This is particularly true in Downtown neighborhoods such as Ashwood, Northwest Bellevue, and Old Bellevue where handy off-street parking is limited. An evaluation in 2013 of each block face in Downtown Bellevue using a set of criteria specified by the Transportation Commission determined that some parking spaces could be added to the existing supply of 300 on-street parking spaces. So called “High opportunity” locations could yield approximately 50 new parking stalls, while the “moderate opportunity” locations could yield up to 100 new parking stalls. 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 alternatively be designated as permanent or temporary loading zones, bicycle corrals/docking stations or taxi stands, as needed. Figure XX is a map of parking inventory and potential future parking supply.</u></p> <p><u>Pay-for-Parking</u></p> <p><u>A pay for parking program would introduce 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.</u></p> <p><u>Curbside Parcel/Freight Loading/Unloading</u></p> <p><u>Within Downtown, large-scale loading activity 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 may 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.</u></p> <p><u>Curbside Passenger Pick-Up/Drop-Off</u></p> <p><u>Part of the unscripted urbanism of a vibrant mixed-use urban center is the transfer of pedestrians between vehicles and the sidewalk. While there is no specific “best practice” guidance for managing this activity, active 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.</u></p> <p><u>Taxi Stands</u></p> <p><u>Typically, taxi queuing areas - 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-</u></p>

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					<p><u>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.</u></p> <p>Electric Vehicle Charging Stations</p> <p><u>Transportation sources account for approximately 47% of the greenhouse gas (GHG) emissions in Bellevue. Hybrid and electric vehicle technology can reduce GHG emissions. Electronic 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.</u></p>
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		Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.
S-DT-J			Introduce high-opportunity parking	New	<u>Add high-opportunity, permanent on-street parking spaces in locations that meet engineering standards for traffic safety.</u>
S-DT-K			Introduce moderate opportunity parking	New	<u>Explore adding on-street parking in moderate-opportunity areas for use during off-peak hours.</u>
S-DT-L			Pay for parking policy	New	<u>Develop and implement a pay for on-street parking program.</u>
S-DT-M			Loading policy	New	<u>Integrate on-site loading space and/or create designated curbside loading space through the process of development review.</u>
S-DT-N			Passenger pick-up and drop-off	New	<u>Integrate new time-limited curbside space for passenger pick-up and drop-off through the process of development review.</u>
S-DT-O			Taxi stand policy	New taxi stand policy	<u>Designate permanent or off-peak curbside taxi stands in high-demand locations.</u>

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S-DT-P			Electric vehicle charging station policy	New EV policy	<u>Allow an electric vehicle charging station to be installed as the exclusive use of a permanent on-street parking space.</u>
Pedestrian Facilities and Bicycle	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.		Substantially revise narrative to include pedestrian mobility options. Address bicycle facilities in a new section	Substantially new narrative	<p>Downtown Bellevue's 600-foot long superblocks present both challenges and opportunities for safe and cohesive pedestrian and bicycle movement <u>mobility</u>. 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. <u>In the Downtown setting, 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 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 serve as the fundamental pedestrian infrastructure, and through-block connections that provide walkable corridors through Downtown superblocks. The Downtown urban environment and the anticipated pedestrian demand generated by land use and transit service dictate a context-sensitive design approach for each type of pedestrian facility.</u></p> <p><u>Walking to destinations or for the simple pleasure of doing so will be an increasingly important element of economic vitality, Downtown livability, and personal health. Pedestrians need safe and accessible, comfortable and convenient places to walk. New facilities will augment decades of public and private investments to further improve the pedestrian environment. Four components of the Downtown pedestrian environment are addressed: crosswalks; mid-block crossings; sidewalks/curbside landscaping; and through-block connections.</u></p> <p>Crosswalks</p> <p><u>Several features of crosswalks affect the experience of crossing the street at an intersection: crossing time; crosswalk design; and intersection geometry. Crossing time is a function of traffic operations, and the traffic signal allocates time for pedestrians to cross when the button is pushed. With respect to design, three types of crosswalk treatments for Downtown are intended to fit the needs of pedestrians and the urban context: Standard Crosswalks; Enhanced Crosswalks; and Exceptional Crosswalks. Refer to crosswalk map, Figure XX. Standard crosswalks in Downtown Bellevue consist of two parallel white bars that are spaced 8-feet apart. A standard crosswalk also has a pedestrian actuated signal at the corner that provides both audible and countdown indicators. There is a comfortable consistency with the standard crosswalk, but the standard design may not be desired at all intersections due to the high volume of pedestrians, the urban design character, or the traffic conditions. Therefore, at these 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</u></p>

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				<p><u>through the intersection. The design tools to create an Enhanced crosswalk include: wider than Standard and a stop bar to provide a buffer from vehicles; neighborhood wayfinding and weather protection at corners; special paving or striping treatment; and curb bump outs or tighter radius to shorten crossing distance, calm traffic and provide pedestrian queuing areas. Crosswalks that merit “exceptional” treatment are at crossings along the Pedestrian Corridor and in Old Bellevue at crossings along Main Street. Exceptional crosswalks incorporate applicable design components of an Enhanced crosswalk, and may also include a pedestrian scramble signal phase, raised crossings, and significant/landmark wayfinding such as the popular kiosks that are located throughout Downtown. Design features incorporated in the crossing of 110th Avenue NE at NE 6th Street will create a near-seamless connection between the Transit Center and the light rail station.</u></p> <p>Mid-block Crossings</p> <p><u>Mid-block street crossings reduce the scale of Downtown Bellevue “superblocks” by reducing walk distances. The design of 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 recommended 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 4th Street and NE 8th Street would be designed as a grade-separated facility.</u></p> <p>Sidewalks/curbside Landscaping</p> <p><u>Sidewalks in Downtown Bellevue provide 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 better growing environment for street trees than tree grates.</u></p> <p>Through-block Connections</p> <p><u>Similar in purpose to mid-block crossings, 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; design guidelines are provided and basic wayfinding is required. 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></p>

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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 th 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	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 6th Street pedestrian corridor, and on 106th Avenue NE where on-street parking and/ or wider sidewalks may be appropriate. Design and construction sidewalks and landscaping to meet the needs of pedestrians in accordance with standards shown on Figure XX of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6 th 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	Enhance the pedestrian mobility of pedestrians and bicyclists Downtown by improving providing signals and crosswalks that incorporate "standard", "enhanced" or "exceptional" design components in accordance with crosswalk types shown on Figure XX 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		Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown
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 across I-405 to the east.
S-DT-162	Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.	Still valid		Edit	Provide accessible pedestrian through-block pedestrian connections through superblocks that help to create a finer-grained 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		Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.
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		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
S-ST-Q			Mid-block crossing policy	New	Provide mid-block crossings uniquely designed to meet the pedestrian needs and the context at locations shown in Figure XX-

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid or Time to go	What's missing from the current plan	New policy or Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
Bicycle Facilities				New narrative	<p><u>Bicycle mobility and access is dependent on a comprehensive network of on-street bicycle facilities and wayfinding plus end-of-ride facilities such as sidewalk bike racks, bike corrals and long-term, secured commuter parking in buildings and at transit stations. For both commuting and recreation, bicycle facilities support connectivity within Downtown and connections 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 Figure XX.</u></p> <p><u>On-street and off-street bicycle facilities support non-motorized access to employment, parks, shopping, residences, and transit. Bicycle facility components consist of lane markings, wayfinding, signal actuation, and end-of-ride facilities that are designed to reflect the need and 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></p>
S-DT-163	Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.	Still valid			Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.
S-DT R			Bicycle connections to neighborhoods and regional facilities	New	<u>Provide bicycle 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-S			Add end of ride facilities	New policy	<u>Install end-of-ride facilities such as bicycle racks, bicycle corrals or bike share docking stations to meet the demonstrated or anticipated need and the context.</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		Edit	Encourage the developers, and 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.

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid or Time to go	What's missing from the current plan	New policy or Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
Pedestrian Corridor	Narrative and policy through the Downtown Transportation Plan			New narrative	<u>The NE 6th Street Pedestrian Corridor is a high priority route for both walking and bicycling, yet the existing design doesn't meet the mobility needs of non-motorized travelers. Sections of the corridor are difficult for wheeled users and others to navigate due to narrow passages, steep sections, tight turns, and poor sightlines. Other issues include incremental implementation that leaves gaps and poor interface with adjacent buildings. The Pedestrian Corridor will be an increasingly important connection as new development occurs along the corridor and light rail becomes an anchor destination on the east end.</u>
S-DT-T				New policy	<u>Develop and implement a concept design to better accommodate wheeled users through the use of special paving treatments, wayfinding and widening.</u>
S-DT-U				New policy	<u>Extend the Pedestrian Corridor designation along NE 6th Street east to 112th Avenue NE to enhance light rail station access.</u>
	Additional narrative and policy regarding the design and function of the Pedestrian Corridor will be added through the Downtown Livability Initiative.				
Transportation Implementation	Repeal this section as it is covered - appropriately so - in the Transportation Element				
S-DT-165	Implement the transportation facility improvements listed in Table 1 and shown on Figures B and C.	Time to go			Implement the transportation facility improvements listed in Table 1 and shown on Figures B and C.
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		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.

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid or Time to go	What's missing from the current plan	New policy or Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
S-DT-167	Annually review the progress of improvement projects and phasing.	Time to go			Annually review the progress of improvement projects and phasing.
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		Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.
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		Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.
S-DT-170	The Downtown Future Land Use Plan Map (Figure A) is intended to show the major land use and character elements outlined by the goals and policies contained in the Downtown Subarea Plan. It is not intended to show specific densities or dimensions of future development. The Bellevue Land Use Code should be referenced for specific development standards.	Time to go	Not a transportation policy, suitable for land use section as narrative if desired		The Downtown Future Land Use Plan Map (Figure A) is intended to show the major land use and character elements outlined by the goals and policies contained in the Downtown Subarea Plan. It is not intended to show specific densities or dimensions of future development. The Bellevue Land Use Code should be referenced for specific development standards.