



MEMORANDUM

DATE: November 29, 2007
TO: Transportation Commission
FROM: Kevin O'Neill, AICP, Long Range Planning Manager 452-4064
SUBJECT: Pedestrian and Bicycle Plan Update: Policy Framework

Direction Needed from Transportation Commission

Staff will be continuing review of the policy framework relating to the Pedestrian and Bicycle Plan with the Transportation Commission, and providing some ideas on potential policy updates based on direction received by the Commission at the October 25 meeting. No action is being requested on November 29, but Commission direction and feedback on policy amendments to the plan is being sought. Further discussion on the policy framework will occur at the January 24 Commission meeting, where the Commission could be asked to provide final direction on the policy framework.

Introduction/Current Policy Framework

On October 25 the Commission began to review and discuss the policies in the Pedestrian and Bicycle Transportation Plan, as part of its oversight of the entire plan update. As noted at the October meeting, Bellevue's Comprehensive Plan consists of two volumes: Volume 1 contains the general elements and framework goals and policies embedded in those elements; and Volume 2 contains 14 subarea plans, which outline goals and policies for distinct neighborhoods in the city, and several transportation facility plans, one of which is the Pedestrian and Bicycle Transportation Plan. Therefore, the Pedestrian and Bicycle Plan, while a separate document, is part of the overall Comprehensive Plan.

The current 1999 Pedestrian and Bicycle Transportation Plan contains a number of policies, some of which go back to the original 1993 version of the plan. The policies contained in the Pedestrian and Bicycle Plan are a hybrid of Comprehensive Plan policies (found in the Transportation Element) and more specific policies that are found only in the Pedestrian and Bicycle Plan. In preparation for the October 25 meeting, staff prepared a matrix outlining the existing policies in the Pedestrian and Bicycle Plan (this is attached for your reference as **Attachment B**). As noted in this attachment, since the development of the 1999 Pedestrian and Bicycle Plan, there have been significant changes to Comprehensive Plan policies. There are a number of policies in the Comprehensive Plan which are not referenced in the Pedestrian and Bicycle Plan, but that do provide policy guidance relating to the city's non-motorized transportation system. At the October 25 meeting, staff also presented an overview of "complete streets" policies and programs, including many adopted by other jurisdictions in the region.

Feedback Received from Transportation Commission

At the October 25 meeting, staff received the following comments/questions from members of the Transportation Commission relating to the policy framework:

- Questions and concerns about “complete streets” policy—is this a “straightjacket” for implementation? There was discussion and recognition that trade-offs often need to occur during the design process on every project based on more specific information, additional public involvement, etc.
- We shouldn’t just have a bunch of policies that are strewn about the plan—needs a better organizational framework
- Lots of different types of projects—should policies distinguish between area-wide projects and neighborhood ones?
- Need to better articulate a desire to have a complete system
- Consider separate policies for bikes, pedestrians and trails
- Consider “zero-based” planning—start over with policies if necessary to get it right
- Policies should focus on need for making connections
- Develop vision statement
- Development policies that articulate broad objectives.

Based on this feedback, staff has done no further work on “complete streets” policies. We have focused our efforts on evaluating the existing policies (and considering better ways to organize them) and drafting new policies that seek to establish an overall vision. This work is outlined in the following section.

Proposed Policy Amendments

Based on the discussion at the October 25 Commission meeting and further consideration of the existing policy framework in the Comprehensive Plan and Pedestrian and Bicycle Plan, staff suggests the following overall framework, or principles, for proceeding with considering policy updates:

1. Minimize changes to Comprehensive Plan general element (Transportation Element, Parks, etc.) policies; many are very recent, based on the 2003 Plan update
 - a. The Commission has greater latitude to change Pedestrian/Bicycle plan (PB) policies (these policies only appear in the Pedestrian and Bicycle Plan)
2. Policies need to be better organized, and avoid duplication
3. Policies need to do a better job of articulating the overall vision behind the plan, why Bellevue needs to have a more robust, integrated non-motorized network, etc. While there are many policies that describe how the City should *implement* the plan, there is less policy guidance on creating the plan network to begin with.

Each of these proposed framework ideas is discussed in more detail below.

Changes to Comprehensive Plan general policies

With regard to the first issue, there was a major update of the city's Comprehensive Plan adopted in 2004. During this plan update, some plan elements (such as the Land Use and Economic Development Elements) were substantially updated, with many new policies added. Given that this update was fairly recently updated, and many of the policies in the elements now strongly support having a strong non-motorized element, staff is recommended only changing policies in the main part of the Comprehensive Plan itself only where necessary. There was a suggestion at the October 25 Transportation Commission meeting to perhaps consider having one set of policies for bicycling, another set for pedestrians, and another for trails; however, most of the city's existing policies discuss different parts of the non-motorized network, so doing this would require major re-writes to existing policies. As noted below, staff will be suggesting some policy additions to the plan, which could be added to the Comprehensive Plan general elements, but probably more appropriately belong just in the Pedestrian and Bicycle Plan

Better Policy Organization

The current structure of the policies in the Pedestrian and Bicycle Plan follows:

- General Overall Policies
- System Policies
- Design Policies
- Transit Policies
- Development Related Policies
- Maintenance Policies
- Special Needs Policies
- Education-Enforcement Policies
- Administrative Policies.

In reviewing the existing policies, as noted at the October 25 meeting, it appears that there could be a more logical way of framing these policies (and adding new ones) that might result in a more compelling, understandable policy framework. Staff is suggesting the following organizational structure for the Commission's consideration:

- Overall Goals/Vision Policies
 - Vision statement (New—see next section)
 - Broad objectives—"why are we doing this?" (New—see next section)
 - Major short-term/near-term objectives (New—see next section)
- Overall System Policies
 - Policies that define more specific citywide system objectives, organized in subsections:
 - System
 - Integrated Network
 - Prioritization
- Regional Coordination Policies

- Policies that frame how our ped/bike system is linked with the bigger region/sub-region
- Accessibility/Special Needs Policies (This issue relates to the City’s overall implementation of the Americans with Disabilities Act, and there needs to be more focus in the plan on this issue)
- Implementation Policies (Policies that outline how the plan will be implemented)
 - Design
 - Development-Review
 - Transit
 - Maintenance
 - Education/Enforcement
- Plan Administration

As noted earlier, a large number (actually, majority) of policies in the current Pedestrian and Bicycle Plan actually focus on implementing the plan, so the proposal is to put these all in one major section of the plan. **Attachment A** outlines how all the existing plan policies would be organized under this framework. It also highlights areas where additional plan updates are needed.

Vision/Overall Purpose of Plan

One major point of discussion at the October 25 Commission meeting (and the October 22 Council briefing on the plan update) is that the plan needs more in the way of an overall vision statement, and goals/policies that do a better job at articulating what we are trying to accomplish with this planning effort in the first place. Staff is proposing, based on the Commission discussion on October 25, that there are three ways of accomplishing this:

1. by creating, and incorporating, a vision statement;
2. by developing an overall goal statement that articulates the broad purpose and objectives with having a pedestrian and bicycle plan; and
3. by outlining a set of “objective-based” policies, that outline key short and mid-term objectives that the City should try to accomplish in implementing the plan.

Vision Statement

A vision statement should be a fairly concise statement of what an entity (an organization, a plan, etc) would like to be in the future. For example, the City of Bellevue’s Leadership Team recently adopted the following vision statement for the organization as a whole:

Be a collaborative and innovative organization that is future focused and committed to excellence.

This is a good example of a very concise vision statement. Vision statements can be longer and more complex in scope. For example, the Bel-Red steering committee adopted a vision statement as part of the planning for Bel-Red that captured various components of the overall planning effort, such as land use, multi-modal transportation,

parks/open space, transition of land uses over time, environmental sustainability, etc. The Introductory chapter of the Comprehensive Plan contains a vision statement that goes on for several pages that outlines an overall vision for the city in the Year 2025 (see http://www.bellevuewa.gov/pdf/PCD/CompPlan_Vol_1_01.Introduction.pdf). However, generally speaking, the shorter a vision statement is, the more easily it can be remembered and expressed as an overall goal or vision of where the community wants to go.

With regard to the Pedestrian and Bicycle Plan, a draft vision statement is proposed below for the Commission's consideration:

Vision:

Bellevue will be a city where all residents, regardless of age or physical ability, can safely and conveniently walk or bicycle to destinations within their neighborhood, the city as a whole, and the greater Eastside and region.

The intent of this draft vision statement is to capture many of the themes that are embedded in more specific policies, and that we have heard to date from the Commission and the community: safety, connectivity, convenience, and developing a system that serves multiple users. We will discuss this at the November 29 meeting and incorporate any comments/suggestions the commission has in a subsequent version.

Broader Goal Statement

In the draft network plan that was given to you on September 27, and in presentations before the City Council and Commission, Franz Loewenherz has done a very effective job of articulating the benefits of walking and bicycling, and why Bellevue supports these activities through plans, programs, funding, etc. Staff proposes to create an overall goal statement that puts this into policy form, in essence creating a "why are we doing this" goal statement that would add more substance to the vision statement. Below is a draft for the Commission's consideration:

Broad Goal Statement

Bellevue will plan, design, and build an integrated, comprehensive network of pedestrian and bicycle facilities, to achieve the following objectives:

- *Provide transportation choices for those who can or wish to travel by foot or bicycle*
- *Improve health and fitness, and provide recreational benefits*
- *Ensure that those in the community who cannot drive due to age or disability have mobility*
- *Provide a safe street environment for all users*
- *Improve overall neighborhood livability*
- *Support and accommodate public transit use*
- *Reduce air and noise pollution, energy use, and oil consumption*
- *Support economic development*

As with the draft vision statement, staff will be seeking Commission comments on this approach, and product, at the November 29 meeting.

Near/Mid-Term Objectives

Finally, Commission members expressed an interest in seeing some policy statements that outline some specific objectives that could, or should, be accomplished regarding implementation of the updated plan. Staff recommends that these policy statements also be put right upfront in the policy section of the plan to ensure that these are understood to be the near or mid-term priorities. Draft “objective-based” policies are outlined below for the Commission’s consideration:

Objective-Based Policies

Within (5 or 10) years of plan adoption, Bellevue will have fully completed, connected, and integrated bicycle routes that connect the north-south and east-west boundaries of the city limits, and connect to the broader regional bicycle system.

Within 5 years of plan adoption, there will be a completed connected and completed bike route through Downtown Bellevue (north-south and east-west)

Within 10 years of plan adoption, 10 percent of all trips of less than 1 mile within Bellevue will be done on foot.

Within 10 years of plan adoption, 5 percent of all trips of less than 5 miles in Bellevue will be by bicycle.

Within 10 years of plan adoption, pedestrian/vehicle and bicycle/vehicle accidents will be reduced by 25 (more?) percent.

Within 20 years of plan adoption, all Bellevue residents will live within one-half mile from a completed bicycle route.

Some of these policies (for example, the percentage of trips on foot or bicycle) will be more difficult to monitor than others. However, there is value in having these types of broad policy statements (Chicago, for example, in the update of their bicycle plan, had a designation of a certain percentage of short trips happening by bicycle as one of their two framework goals). In addition, these types of goals would, de facto, help shape and formulate the type of prioritization system that is developed (the first draft policy above, for example, would place a high emphasis on connectivity in shaping any prioritization system). Staff will be seeking the Commission comments, or additions, to these objective-based policy statements at the November 29 meeting.

Conclusion

As noted, staff is not asking for any action by the Commission on specific revisions at the November 29 meeting. We would like to get direction on whether the Commission supports the proposed framework for policy amendments outlined in the memo, and any

specific recommendations you have for changes. Based on direction at this meeting, staff will come back with additional revisions, that we may ask the Commission to approve at the January 24 meeting.

Attachment A Draft Organizational Framework

Overall Goals/Vision Policies

Vision Statement (New—see memo)
Overall Goals of Plan (New—see memo)
“Objective-based” Policies (New—see memo)

TR-76: Promote and facilitate the effective use of non-motorized transportation.

PA-1: Establish a coordinated and connected system of open space and greenways throughout the city that provide multiple benefits including preserving natural systems, protecting wildlife habitat and corridors, and providing land for recreation.

Overall System Policies

System:

TR-88: Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.

LU-18: Adopt and maintain policies, codes, and land use patterns that promote walking to increase public health.

PB-1: Coordination with community organizations. Confirm project process prior to implementation by coordinating the planning, development and funding of non-motorized systems with affected citizens, community councils, neighborhood associations, and business groups. Consider pedestrians and bicyclists as users in the planning, design, construction and maintenance of all roadway projects.

TR-94: Support multi-modal transportation solutions including non-motorized improvements that use the best available technologies.

PA-8: Coordinate park planning, acquisition, and development with other city projects and programs that implement the Comprehensive Plan.

Network integration:

***TR-77*:** Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.

TR-24: Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

TR-25: Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.

TR-36: Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:

1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions:

a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle

TR-78: Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.

LU-24: Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

PB-3: When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.

PB-4: Strategically place signs and provide maps to guide users through the pedestrian and bicycle systems.

PB-6: Enhance the coordination and working relationship with the public and private schools in Bellevue to continue developing and implementing recommended walking and bicycle routes, access to school bus stops, and pedestrian and bicycle connections to and through school properties.

PB-12: Increase the accessibility to transit by pedestrians

PB-13: Facilitate the use of transit by bicyclists.

Prioritization:

***TR-79*:** Assign high priority to pedestrian and bicycle projects that:

1. Address safety issues;
2. Provide access to activity centers such as schools, parks, and commercial areas;
3. Provide accessible linkages to the transit and school bus systems;
4. Complete planned pedestrian or bicycle facilities or trails;
5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; and
6. Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse (**NOTE: This policy is under review, and would need to reflect any updates to the prioritization framework**)

PA-13: Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education centers.

PB-2: Pedestrian and Bicycle System Maps, Project Maps and Project Lists shall be used as the basis for all planning, design, construction and maintenance of all roadway projects. Balance competing demands on City right-of-way by using the Bicycle System Map hierarchy for guidance.

PB-5: Identify and complete key missing pedestrian and bicycle links that serve the objectives identified in Policy TR- 57 (now 79).

Regional Coordination Policies

TR-85: Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.

TR-98: Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge).

PA-21: Coordinate with other jurisdictions in the planning and development of regional greenways, parks, cultural, and recreational facilities.

UD-53: Integrate designs of frontage roads along the I-90 freeway corridor as contributors to the Mountain-to-Sound greenway concept. Give particular attention to multi-use trails, large scale landscaping, and pedestrian amenities

Accessibility/Special Needs Policies

TR-26: Address the special needs of citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements and other transportation facilities and in delivering transportation services and programs.

NOTE: This section needs additional policy language, which will be developed in coordination with the City's Americans with Disabilities Act work group.

Implementation Policies

Design

- **TR-7:** Locate new community facilities near major transit routes and in areas convenient to pedestrians and cyclists.
- **TR-43:** Provide arterial right-of-way with sufficient width to limit air and noise pollution on adjoining properties, to permit landscaping, and to accommodate non-vehicular circulation.
- **UD-38:** Ensure continuous and ample sidewalks along principal, minor, and collector arterials which are integrated with abutting land uses.
- **UD-40:** Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc., without interfering with pedestrian circulation.
- **UD-42:** Design boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a "city in a park". Both within the right-of-way and on adjacent private development, utilize features such as gateways, street trees, median plantings, special lighting, separated and

- wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art.
- **UD-44:** Encourage special streetscape design for designated intersections that create entry points into the city of neighborhoods or that warrant enhanced pedestrian features
 - **UD-63(64?):** Maintain vegetation along major neighborhood arterials.
 - **UD-75:** Use urban design features to soften the public right-of-way and sidewalk environment as appropriate. These features include, but are not limited to, street trees, landscaping, water features, raised planter boxes, potted plantings, pedestrian-scaled lighting, street furniture, paving treatments, medians, and the separation of pedestrians from traffic.
 - **PB-7:** Project design decisions should reflect the following factors:
 - Relationship to or role in overall system mobility
 - Intent of project
 - Type of bicycle facility, if applicable
 - Travel speed
 - Topography
 - Environmental factors
 - Cost
 - Neighborhood character
 - **PB-8:** In the next update of the Development Manual, incorporate guidelines for addressing that sidewalks and walkways be separated from the roadway by a landscaping strip or drainage swale.
 - **PB-9:** Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings where justified by a traffic engineering study.
 - **PB-10:** Adopt design standards to ensure that the bicycle system plan projects are coordinated and consistent in design.
 - **PB-11:** Consider and mitigate, where possible, the impacts of neighborhood traffic calming devices on existing and proposed pedestrian and bicycle facilities.

Development

- **TR-8:** Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:
 1. Orient the major building entries to the street and closer to transit stops;
 2. Avoid constructing large surface parking areas between the building frontage and the street;
 3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;
 4. Cluster major buildings within developments to improve pedestrian and transit access;

5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
 6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;
 7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;
 8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
 9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
 10. Encourage the availability of restrooms for public use. to promote use of alternatives to single-occupant vehicles, such as Bicycle parking and related facilities.
- **TR-14:** Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as Bicycle parking and related facilities.
 - **TR-84:** Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.
 - **TR-86:** Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.
 - **PA-25:** Retain and develop underdeveloped public right-of-way for public access and passive recreation where appropriate.
 - **PB-14:** Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right-of-way.
 - **PB-15:** Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.
 - **PB-16:** Consider interim sidewalks, paved walkways or trails as a means to provide pedestrian facilities when the funding for the ultimate project is not programmed or the location of the permanent sidewalks cannot be determined.
 - **PB-17:** Establish a uniform process for conditioning, securing, recording, filing, and marking non-motorized easements.
 - **PB-18:** Internal pedestrian circulation systems shall be provided within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers, and shall conveniently connect to frontage pedestrian systems and transit facilities.
 - **PB-19:** Require new or redeveloping properties to provide bicycle parking and other facilities to encourage the use of bicycles.

Transit

- **TR-54:** Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as Pedestrian and bicycle facilities.
- **TR-55:** Work with private developers and transit providers to integrate pedestrian and bicycle connections into residential, retail, manufacturing, commercial, office, and other types of development.
- **TR-56:** Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.
- **TR-70:** Promote transit use and achieve land use objectives through transit system planning that includes consideration of:
 - A safe and accessible pedestrian environment, with restrictions on auto access;
 - Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians
- **TR-80:** Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems.
- **UD-49:** Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, and other modes of transportation with transit facilities. (accessibility?)

Maintenance

- **TR-46:** Maintain and enhance safety for all users of the roadway network using measures such as the following:
 1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;
 2. Increase enforcement of traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;
 3. Expand the use of traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;
 4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;
 5. Increase street lighting where needed to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and
 6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.
- **TR-82:** Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.
- **TR-83:** Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.

- **PB-20:** The on-street and off-street transportation system should be designed and monitored to improve security and safety. Lighting, vegetation placement/removal, and police patrols are suggested methods to accomplish this.
- **PB-21:** In conjunction with the Sidewalk Maintenance and Repair Program, notify abutting property owners of their responsibility to maintain sidewalks including pruning overhead and encroaching vegetation, sweeping debris, removing snow and eliminating temporary barriers such as parked vehicles, trash containers and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.
- **PB-22:** Place a high priority on the maintenance of the pedestrian and bicycle system.

Education/Enforcement

- **TR-87:** Develop an effective “share the road/share the trail” concept for pedestrian and bicycle education programs for the motorized and non-motorized public.
- **PB-23:** Establish a training and education program to increase the awareness of city staff about pedestrian and bicycle needs including construction signing, maintenance needs, and increased technical expertise.
- **PB-24:** Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.
- **PB-25:** Develop and implement an information program for bicyclists in Bellevue.
- **PB-26:** Cooperate with the public and private schools, bicycle clubs and other interest groups to provide education programs and strategies to promote safe riding skills and the transportation and recreation opportunities of bicycling.
- **PB-27:** Develop pedestrian and bicycle education programs for motorists.

Plan Administration

TR-81: Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.

PB-28: Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.

PB-29: Coordinate roadway and non-motorized projects to maximize construction efficiencies.

PB-30: Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.

NOTE: A new policy is suggested that would establish a non-motorized program to coordinate implementation of the plan. This is outlined below:

Establish a Pedestrian and Bicycle Coordination Team that will work together to expedite the implementation of the City's Pedestrian and Bicycle Transportation Plan. This inter-departmental team will incorporate the following strategies in its approach to plan implementation:

- *Engineering: designing and constructing roads for bicyclists and pedestrians.*
- *Education: teaching or training bicyclists, pedestrians, and motorists, and other road users.*
- *Enforcement: ensuring that all road users follow traffic laws and rules of the road.*
- *Encouragement: providing incentives beyond physical infrastructure.*
- *Evaluation: confirming that the intended outcomes have been produced.*

Attachment B
Policy Evaluation Matrix
 Compiled as of October, 2007

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
<i>GENERAL OVERALL POLICIES</i>			
Policy TR-4 PEDESTRIAN EMPHASIS DOWNTOWN <i>(Transportation Element: Transportation and Land Use)</i>	Comp Plan Policy TR-4 Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes a Pedestrian emphasis and Alternatives to single-occupant vehicles.	Not referenced in current Ped/Bike Plan. Policy is focused on land use characteristics for downtown development, and transportation demand management (TDM)	
Policy TR-76 PROMOTE NON-MOTORIZED TRANSPORTATION <i>(Transportation Element: Pedestrian and Bicycle System)</i>	Comp Plan Policy TR-76 Promote and facilitate the effective use of non-motorized transportation.	Referenced in current Ped/Bike Plan	
Policy TR-88 RECREATIONAL NEEDS <i>(Transportation Element: Pedestrian and Bicycle System)</i>	Comp Plan Policy TR-88 Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.	Referenced in current Ped/Bike Plan. Reinforces recreation, not just transportation, benefits of having a comprehensive non-motorized system.	
Policy LU-18 PUBLIC HEALTH <i>(Land Use Element: Citywide Policies)</i>	Comp Plan Policy LU-18 Adopt and maintain policies, codes, and land use patterns that promote walking to increase public health.	Not referenced in current Ped/Bike Plan. Articulate public health benefits of pedestrian system (also focuses on ensuring that land use patterns support walkability)	
Policy PA-1 INTEGRATED PARKS/OPEN SPACE SYSTEM <i>(Parks Element)</i>	Comp Plan Policy PA-1 Establish a coordinated and connected system of open space and greenways throughout the city that provide multiple benefits including preserving natural systems, protecting wildlife habitat and corridors, and providing land for recreation.	Not referenced in current Ped/Bike Plan. This framework policy lays the groundwork the City's vision of a connected parks/open space system, which includes trail and on-street non-motorized connections between parks facilities. Related to Policy TR-88 cited above.	
Policy PB-1 COORDINATE WITH COMMUNITY ORGANIZATIONS	Ped/Bike Plan Policy PB-1 Coordination with community organizations. Confirm project process prior to implementation by coordinating the planning, development and funding of non-motorized systems with affected citizens, community councils, neighborhood associations, and business groups. Consider pedestrians and bicyclists as users in the planning, design, construction and maintenance of all roadway projects.	<u>Consistent with "complete streets" policy framework</u>	
<i>SYSTEM POLICIES</i>			
Policy TR-24 INCORPORATE	Comp Plan Policy TR-24	Not referenced in current Ped/Bike Plan.	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
PEDESTRIAN AND BICYCLE FACILITIES (Transportation Element: Mobility Management)	Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.	<u>Consistent with “complete streets” policy framework.</u>	
Policy TR-25 CONNECTIVITY (Transportation Element: Mobility Management)	Comp Plan Policy TR-25 Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.	Not referenced in current Ped/Bike Plan. Focuses specifically on newly developing areas of the city. Suggest adding reference to newly “redeveloping” areas, such as the Bel-Red corridor.	
Policy TR-36 EMPHASIS ON WALKING OVER TRAFFIC CONGESTION ON ARTERIALS (Transportation Element: Roadway Network)	Comp Plan Policy TR-36 Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area: 1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions: a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle	Not referenced in current Ped/Bike Plan. Focuses generally on modifications to level of service (LOS) standards.	
Policy TR-77 ATTENTION TO PEDESTRIANS AND BICYCLISTS (Transportation Element: Pedestrian and Bicycle System)	Comp Plan Policy TR-77 Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.	Referenced in current Ped/Bike Plan. Should cross-reference with Policy TR-24 noted above. <u>Consistent with “complete streets” policy framework.</u>	
Policy TR-78 IMPLEMENT NON-MOTORIZED TRANSPORTATION SYSTEM (Transportation Element: Pedestrian and Bicycle System)	Comp Plan Policy TR-78 Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.	Referenced in current Ped/Bike Plan.	
Policy TR-79 PRIORITIZATION OF PEDESTRIAN AND BICYCLE PROJECTS (Transportation Element: Pedestrian and Bicycle System)	Comp Plan Policy TR-79 Assign high priority to pedestrian and bicycle projects that: 1. Address safety issues; 2. Provide access to activity centers such as schools, parks, and commercial areas; 3. Provide accessible linkages to the transit and school bus systems; 4. Complete planned pedestrian or bicycle facilities or trails;	Referenced in current Ped/Bike Plan. Provides framework for prioritization of projects. Should be modified based on discussion with the Transportation Commission and City Council on overall prioritization for projects, but provides a baseline for discussion.	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
	<p>5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; and</p> <p>6. Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.</p>		
<p>Policy <u>TR-85</u> COORDINATION WITH NEIGHBORING JURISDICTIONS (Transportation Element: Pedestrian and Bicycle System)</p>	<p>Comp Plan Policy TR-85 Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.</p>	<p>Referenced in current Ped/Bike Plan. Could be cross-referenced, or combined, with Policy TR-98, which describes coordination with state agencies.</p>	
<p>Policy <u>TR-94</u> SUPPORT NON-MOTORIZED IMPROVEMENTS (Transportation Element: State Highways/Corridors)</p>	<p>Comp Plan Policy TR-94 Support multi-modal transportation solutions including non-motorized improvements that use the best available technologies.</p>	<p>Not referenced in current Ped/Bike Plan Needs clarity on what is meant by “best available technologies”.</p>	
<p>Policy <u>TR-98</u> COORDINATE WITH STATE AGENCIES (Transportation Element: State Highways/Corridors)</p>	<p>Comp Plan Policy TR-98 Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge).</p>	<p>Not referenced in current Ped/Bike Plan. It should be, and/or could be combined with Policy TR-85 as noted above.</p>	
<p>Policy <u>LU-24</u> PEDESTRIAN CONNECTIONS (Land Use Element: Neighborhood/Residential Areas)</p>	<p>Comp Plan Policy LU-24 Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.</p>	<p>Not referenced in current Ped/Bike Plan. Focuses on site planning for new residential developments.</p>	
<p>Policy <u>PA-13</u> PEDESTRIAN AND BICYCLE CONNECTIONS (Parks, Open Space, and Recreational Element: Park Development, Redevelopment, and Renovation)</p>	<p>Comp Plan Policy PA-13 Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education centers.</p>	<p>Not referenced in current Ped/Bike Plan. Connection to parks is referenced in the prioritization framework outlined in Comp Plan policy TR-79.</p>	
<p>Policy <u>PA-21</u> REGIONAL COORDINATION (Parks, Open Space, and Recreational Element)</p>	<p>Comp Plan Policy PA-21 Coordinate with other jurisdictions in the planning and development of regional greenways, parks, cultural, and recreational facilities</p>	<p>Not referenced in current Ped/Bike Plan. Cross reference with Comp Plan policy TR-85, noted above.</p>	
<p>Policy <u>PA-8</u> COORDINATION (Parks, Open Space, and Recreational Element)</p>	<p>Comp Plan Policy PA-8 Coordinate park planning, acquisition, and development with other city projects and programs that implement the Comprehensive Plan.</p>	<p>Not referenced in the current Ped/Bike Plan. Policy statement that supports the off-street and/or park greenways and trail system being integrated with the on-street/right-of-way non-motorized system.</p>	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
Policy <u>PB-2</u> ROLE OF PEDESTRIAN & BICYCLE SYSTEM & PROJECT MAPS	Ped/Bike Plan Policy PB-2 Pedestrian and Bicycle System Maps, Project Maps and Project Lists shall be used as the basis for all planning, design, construction and maintenance of all roadway projects. Balance competing demands on City right-of-way by using the Bicycle System Map hierarchy for guidance.	Consistent with “complete streets” policy framework (references <u>all</u> roadway projects)	
Policy <u>PB-3</u> NO CRITICAL LOSS	Ped/Bike Plan Policy PB-3 When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.		
Policy <u>PB-4</u> WAY-FINDING SUPPORT	Ped/Bike Plan Policy PB-4 Strategically place signs and provide maps to guide users through the pedestrian and bicycle systems.		
Policy <u>PB-5</u> MISSING PEDESTRIAN LINKS	Ped/Bike Plan Policy PB-5 Identify and complete key missing pedestrian and bicycle links that serve the objectives identified in Policy TR- 57.	Update reference--now is Policy TR-79, which is the prioritization policy referenced above.	
Policy <u>PB-6</u> COORDINATION OF SCHOOL ACCESS	Ped/Bike Plan Policy PB-6 Enhance the coordination and working relationship with the public and private schools in Bellevue to continue developing and implementing recommended walking and bicycle routes, access to school bus stops, and pedestrian and bicycle connections to and through school properties.		

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
<i>DESIGN POLICIES</i>			
Policy TR-7 LOCATION OF COMMUNITY FACILITIES <i>(Transportation Element: Transportation and Land Use)</i>	Comp Plan Policy TR-7 Locate new community facilities near major transit routes and in areas convenient to pedestrians and cyclists.	Not referenced in current Ped/Bike Plan. Focuses on siting decisions for community facilities.	
Policy TR-43 RIGHT-OF-WAY WIDTH TO ACCOMMODATE NON-VEHICULAR CIRCULATION <i>(Transportation Element: Roadway Network)</i>	Comp Plan Policy TR-43 Provide arterial right-of-way with sufficient width to limit air and noise pollution on adjoining properties, to permit landscaping, and to accommodate non-vehicular circulation.	Not referenced in current Ped/Bike Plan. <u>Consistent with “complete streets” policy framework.</u>	
Policy UD-38 SIDEWALK DESIGN <i>(Urban Design Element: Sidewalks, Walkways, and Trails)</i>	Comp Plan Policy UD-38 Ensure continuous and ample sidewalks along principal, minor, and collector arterials which are integrated with abutting land uses. <i>(Discussion: Sidewalk design may include separation from streets, connections to walkway and trail systems, landscaping, and other pedestrian amenities that enhance the community and improve pedestrian comfort)</i>	Not referenced in current Ped/Bike Plan.	
Policy UD-40 SIDEWALK FURNISHINGS <i>(Urban Design Element: Sidewalks, Walkways, and Trails)</i>	Comp Plan Policy UD-40 Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc., without interfering with pedestrian circulation.	Not referenced in current Ped/Bike Plan. Focuses on adding amenities to enhance pedestrian experience and walkability.	
Policy UD-42 BOULEVARD DESIGN <i>(Urban Design Element: Street Corridors)</i>	Comp Plan Policy UD-42 Design boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a “city in a park”. Both within the right-of-way and on adjacent private development, utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. (Designated in Figure UD-1)	Not referenced in current Ped/Bike Plan.	
Policy UD-44 INTERSECTION DESIGN <i>(Urban Design Element: Street Corridors)</i>	Comp Plan Policy UD-44 Encourage special streetscape design for designated intersections that create entry points into the city of neighborhoods or that warrant enhanced pedestrian features (Designated in Figure UD-1)	Not referenced in current Ped/Bike Plan.	
Policy UD-53 MOUNTAIN-TO-SOUND GREENWAY <i>(Urban Design)</i>	Comp Plan Policy UD-53 Integrate designs of frontage roads along the I-90	Not referenced in current Ped/Bike Plan. Cross reference with Policy TR-98 (coordination with	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
<i>Element: Freeways)</i>	freeway corridor as contributors to the Mountain-to-Sound greenway concept. Give particular attention to multi-use trails, large scale landscaping, and pedestrian amenities.	state agencies)	
Policy UD-63 RESIDENTIAL ARTERIALS (Urban Design Element: Residential	Comp Plan Policy UD-64 Maintain vegetation along major neighborhood arterials.	Not referenced in current Ped/Bike Plan. Cross reference with Policy TR-43.	
Policy UD-75 DOWNTOWN SIDEWALKS (Urban Design Element: Downtown)	Comp Plan Policy UD-75 Use urban design features to soften the public right-of-way and sidewalk environment as appropriate. These features include, but are not limited to, street trees, landscaping, water features, raised planter boxes, potted plantings, pedestrian-scaled lighting, street furniture, paving treatments, medians, and the separation of pedestrians from traffic.	Not referenced in current Ped/Bike Plan.	
Policy PB-7 PROJECT DESIGN	Ped/Bike Plan Policy PB-7 Project design decisions should reflect the following factors: <ul style="list-style-type: none"> • Relationship to or role in overall system mobility • Intent of project • Type of bicycle facility, if applicable • Travel speed • Topography • Environmental factors • Cost • Neighborhood character <i>Cross reference PB-1 (Coordination with Community Organizations) and TR-57 (Prioritization of Pedestrian and Bicycle Projects)</i>	<u>Consistent with “complete streets” policy framework</u> , which discusses flexibility in design and being context-sensitive	
Policy PB-8 SEPARATION BETWEEN SIDEWALKS AND ROADWAYS	Ped/Bike Plan Policy PB-8 In the next update of the Development Manual, incorporate guidelines for addressing that sidewalks and walkways be separated from the roadway by a landscaping strip or drainage swale.	Should be cross referenced with Policy TR-43.	
Policy PB-9 ENHANCING PEDESTRIAN STREET CROSSINGS	Ped/Bike Plan Policy PB-9 Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings where justified by a traffic engineering study.	<u>Consistent with “complete streets” policy framework</u> (which references safe crossings)	
Policy PB-10 BICYCLE DESIGN STANDARDS	Ped/Bike Plan Policy PB-10 Adopt design standards to ensure that the bicycle system plan projects are coordinated and consistent in	Need to clarify what “consistent” means; while the network plan is identifying typologies for each facility, often during the design process	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
	design.	facilities need to respond to local context and neighborhood input	
Policy <u>PB-11</u> TRAFFIC CALMING	Ped/Bike Plan Policy PB-11 Consider and mitigate, where possible, the impacts of neighborhood traffic calming devices on existing and proposed pedestrian and bicycle facilities.		
<i>TRANSIT POLICIES</i>			
Policy <u>TR-54</u> CREATE, MAINTAIN, AND ENHANCE PEDESTRIAN AND BICYCLE FACILITIES <i>(Transportation Element: Transit)</i>	Comp Plan Policy TR-54 Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as Pedestrian and bicycle facilities.	Not referenced in current Ped/Bike Plan. Focuses on pedestrian and bicycle amenities at transit facilities.	
Policy <u>TR-55</u> PEDESTRIAN AND BICYCLE CONNECTIONS <i>(Transportation Element: Transit)</i>	Comp Plan Policy TR-55 Work with private developers and transit providers to integrate pedestrian and bicycle connections into residential, retail, manufacturing, commercial, office, and other types of development.	Not referenced in current Ped/Bike Plan. Focuses on site planning and design for private development.	
Policy <u>TR-56</u> IMPROVE PEDESTRIAN AND BICYCLE ACCESS TO TRANSIT <i>(Transportation Element: Transit)</i>	Comp Plan Policy TR-56 Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.	Not referenced in current Ped/Bike Plan. Consistent with one of the priorities (provide access to transit and schools) outlined in Policy TR-79.	
Policy <u>TR-70</u> SAFE/ACCESSIBLE PEDESTRIAN ENVIRONMENT <i>(Transportation Element: Regional Transit)</i>	Comp Plan Policy TR-70 Promote transit use and achieve land use objectives through transit system planning that includes consideration of: <ul style="list-style-type: none"> o A safe and accessible pedestrian environment, with restrictions on auto access; o Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians 	Not referenced in current Ped/Bike Plan. Appears to be a “global” policy pertaining to creating a transit-friendly land use environment.	
Policy <u>TR-80</u> LINKAGES TO TRANSIT SYSTEMS <i>(Transportation Element: Pedestrian and Bicycle System)</i>	Comp Plan Policy TR-80 Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems.	Referenced in the current Ped/Bike Plan.	
Policy <u>UD-49</u> TRANSIT AMENITIES <i>(Urban Design Element: Transit Facilities)</i>	Comp Plan Policy UD-49 Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, and other modes of transportation with transit facilities.	Not referenced in current Ped/Bike plan. Should be cross referenced with Policy TR 54.	
Policy <u>PB-12</u> PEDESTRIAN TRANSIT ACCESS	Ped/Bike Plan Policy PB-12 Increase the accessibility to transit by pedestrians.	Cross reference with Policy TR 56	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
Policy PB-13 TRANSIT AND BICYCLES	Ped/Bike Plan Policy PB-13 Facilitate the use of transit by bicyclists.	Cross reference with Policy TR 56.	
<i>DEVELOPMENT RELATED POLICIES</i>			
Policy TR-8 PEDESTRIAN-FRIENDLY FEATURES <i>(Transportation Element: Transportation and Land Use)</i>	Comp Plan Policy TR-8 Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include: 1. Orient the major building entries to the street and closer to transit stops; 2. Avoid constructing large surface parking areas between the building frontage and the street; 3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops; 4. Cluster major buildings within developments to improve pedestrian and transit access; 5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing; 6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces; 7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities; 8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; 9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and 10. Encourage the availability of restrooms for public use.	Not referenced in current Ped/Bike Plan. Focuses on site planning of new development projects.	
Policy TR-14 BICYCLE PARKING PROVISION <i>(Transportation Element: Transportation Demand Management)</i>	Comp Plan Policy TR-14 Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as Bicycle parking and related facilities.	Not referenced in current Ped/Bike Plan. Focuses on larger TDM measures associated with private development.	
Policy TR-84 DEVELOPMENT REVIEW <i>(Transportation Element:</i>	Comp Plan Policy TR-84 Secure sidewalk and trail improvements and	Referenced in current Ped/Bike Plan.	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
<i>Pedestrian and Bicycle System)</i>	easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.		
Policy <u>TR-86</u> OFF-STREET FACILITY VACATIONS (<i>Transportation Element: Pedestrian and Bicycle System</i>)	Comp Plan Policy TR-86 Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.	Referenced in current Ped/Bike Plan.	
Policy <u>PA-25</u> PUBLIC ACCESS (<i>Parks, Open Space, and Recreation Element</i>)	Comp Plan Policy PA-25 Retain and develop underdeveloped public right-of-way for public access and passive recreation where appropriate.	Not referenced in the current Ped/Bike Plan.	
Policy <u>PB-14</u> NON-MOTORIZED ACCESS DURING CONSTRUCTION	Ped/Bike Plan Policy PB-14 Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right-of-way.		
Policy <u>PB-15</u> DETERMINING SIDEWALK LOCATION	Ped/Bike Plan Policy PB-15 Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.	Cross reference with Policy UD-38. <u>Consistent with “complete streets” policy framework.</u>	
Policy <u>PB-16</u> INTERIM SIDEWALKS	Ped/Bike Plan Policy PB-16 Consider interim sidewalks, paved walkways or trails as a means to provide pedestrian facilities when the funding for the ultimate project is not programmed or the location of the permanent sidewalks cannot be determined.		
Policy <u>PB-17</u> DOCUMENTING NON-MOTORIZED EASEMENTS	Ped/Bike Plan Policy PB-17 Establish a uniform process for conditioning, securing, recording, filing, and marking non-motorized easements.	Need for this policy has emerged lately with several trail issues on easements across private property.	
Policy <u>PB-18</u> CIRCULATION BETWEEN AND WITHIN DEVELOPMENTS	Ped/Bike Plan Policy PB-18 Internal pedestrian circulation systems shall be provided within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers, and shall		

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
	conveniently connect to frontage pedestrian systems and transit facilities.		
Policy PB-19 BICYCLE PARKING REQUIREMENTS	Ped/Bike Plan Policy PB-19 Require new or redeveloping properties to provide bicycle parking and other facilities to encourage the use of bicycles.	Cross reference with Policy TR-84	
<i>MAINTENANCE POLICIES</i>			
Policy TR-46 MAINTAIN/ENHANCE SAFETY (Transportation Element: Roadway Network)	Comp Plan Policy TR-46 Maintain and enhance safety for all users of the roadway network using measures such as the following: 1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes; 2. Increase enforcement of traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs; 3. Expand the use of traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic; 4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations; 5. Increase street lighting where needed to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and 6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.	Not referenced in current Ped/Bike Plan. <u>Consistent with “complete streets” policy framework.</u>	
Policy TR-82 MAINTAIN SYSTEM (Transportation Element: Pedestrian and Bicycle System)	Comp Plan Policy TR-82 Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.	Referenced in current Ped/Bike Plan. <u>Consistent with “complete streets” policy framework.</u>	
Policy TR-83 SIDEWALK MAINTENANCE (Transportation Element: Pedestrian and Bicycle System)	Comp Plan Policy TR-83 Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.	Referenced in current Ped/Bike Plan. <u>Consistent with “complete streets” policy framework.</u>	

Category and Where Found in Plan(s)	Existing Policy Language	Staff Comments/Recommendations	Transportation Commission Comments
Policy <u>PB-20</u> SECURITY AND SAFETY	Ped/Bike Plan Policy PB-20 The on-street and off-street transportation system should be designed and monitored to improve security and safety. Lighting, vegetation placement/removal, and police patrols are suggested methods to accomplish this.		
Policy <u>PB-21</u> PROPERTY OWNER RESPONSIBILITY	Ped/Bike Plan Policy PB-21 In conjunction with the Sidewalk Maintenance and Repair Program, notify abutting property owners of their responsibility to maintain sidewalks including pruning overhead and encroaching vegetation, sweeping debris, removing snow and eliminating temporary barriers such as parked vehicles, trash containers and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.		
Policy <u>PB-22</u> BICYCLE SYSTEM MAINTENANCE	Ped/Bike Plan Policy PB-22 Place a high priority on the maintenance of the pedestrian and bicycle system.	Concern about maintenance of bicycle facilities was raised several times as part of the on-line survey.	
<i>SPECIAL NEEDS POLICIES</i>			
Policy <u>TR-26</u> ADDRESS SPECIAL NEEDS (Transportation Element: Mobility Management)	Comp Plan Policy TR-26 Address the special needs of citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements and other transportation facilities and in delivering transportation services and programs.	Referenced in current Ped/Bike Plan. This is the only policy that relates to overall accessibility. This should be expanded upon, based on the City's work on the compliance with the American with Disabilities Act (ADA). The City is in the process of preparing an ADA Transition Plan, and policy guidance being developed as part of that effort should be incorporated into the Comp Plan and Ped/Bike Plan update. <u>Consistent with "complete streets" policy framework.</u> (which focuses on all users)	
<i>EDUCATION AND ENFORCEMENT POLICIES</i>			
Policy <u>TR-87</u> SHARE-THE-ROAD/SHARE-THE-TRAIL EDUCATION PROGRAMS (Transportation Element: Pedestrian and Bicycle System)	Comp Plan Policy TR-87 Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.	Referenced in current Ped/Bike Plan.	
Policy <u>PB-23</u> STAFF TRAINING AND EDUCATION PROGRAM	Ped/Bike Plan Policy PB-23 Establish a training and education program to increase the awareness of city staff about pedestrian and bicycle needs including construction signing, maintenance needs, and increased technical expertise.		

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Policy <u>PB-22</u> ENFORCEMENT OF PEDESTRIAN SAFETY LAWS	Ped/Bike Plan Policy PB-24 Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.		
Policy <u>PB-25</u> BICYCLISTS INFORMATION PROGRAM	Ped/Bike Plan Policy PB-25 Develop and implement an information program for bicyclists in Bellevue.		
Policy <u>PB-26</u> COOPERATE WITH ORGANIZATIONS TO PROVIDE EDUCATION PROGRAMS	Ped/Bike Plan Policy PB-26 Cooperate with the public and private schools, bicycle clubs and other interest groups to provide education programs and strategies to promote safe riding skills and the transportation and recreation opportunities of bicycling.		
Policy <u>PB-27</u> MOTORISTS EDUCATION PROGRAM	Ped/Bike Plan Policy PB-27 Develop pedestrian and bicycle education programs for motorists.	Increasing driver awareness of non-motorized users was a common theme in the on-line surveys.	
<i>ADMINISTRATIVE POLICIES</i>			
Policy <u>TR-81</u> SOUND FUNDING PROGRAM (Transportation Element: Pedestrian and Bicycle System)	Comp Plan Policy TR-81 Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.	Referenced in current Ped/Bike Plan. Should clarify what "adequate" and "predictable" mean.	
Policy <u>PB-28</u> FIVE YEAR PLAN UPDATE	Ped/Bike Plan Policy PB-28 Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.		
Policy <u>PB-29</u> COORDINATE PROJECT TIMING	Ped/Bike Plan Policy PB-29 Coordinate roadway and non-motorized projects to maximize construction efficiencies.		
Policy <u>PB-30</u> MOBILITY MANAGEMENT MATRIX	Ped/Bike Plan Policy PB-30 Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.		