



DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
450 110<sup>th</sup> Ave NE., P.O. BOX 90012  
BELLEVUE, WA 98009-9012

## DETERMINATION OF NON-SIGNIFICANCE

---

**PROPONENT:** City of Bellevue – Vision Zero

**LOCATION OF PROPOSAL:** citywide

**DESCRIPTION OF PROPOSAL:** 2016 Annual Amendments to the Comprehensive Plan, including a Work Program and proposed amendments to the Bellevue Comprehensive Plan for purposes of RCW 36.70A.130, assuring that the Plan continues to comply with the requirements of the GMA and including consideration of emerging local and regional needs, changes to state and federal laws, Bellevue's progress towards meeting GMA Goals, and whether the Plan is internally consistent.

**FILE NUMBER(S):** 16-140007 AC to amend the Transportation Element for Vision Zero, an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries.

---

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030 (2) (C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklists and information filed with the Land Use Division. This information is available to the public on request.



This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.



This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project), or if the DNS was procured by misrepresentation or lack of material disclosure.

This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. See LUC 20.35.250C.

Carmel V. Helled  
Environmental Coordinator

OCT 20, 2016  
Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

State Department of Fish and Wildlife	King County
U.S. Army Corps of Engineers	Muckleshoot Indian Tribe
Attorney General	



**City of Bellevue  
Development Services Department  
State Environmental Policy Act Threshold Determination**

PCD Page 1 10/18/2016

Proposal Name: Vision Zero Comprehensive Plan Amendment

Proposal Address: citywide

Proposal Description: This application proposes to amend the Transportation Element for Vision Zero, an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries.

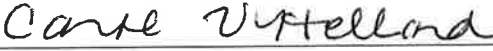
File Number: 16-140007 AC

Applicant: City of Bellevue

Decisions Included: SEPA Threshold Determination

Planner: Kevin McDonald AICP, Senior Planner

State Environmental Policy Act  
Threshold Determination: **Determination of Non-Significance (DNS)**

  
Carol Helland,  
Environmental Coordinator

Bulletin Publication Date: October 20, 2016

Appeal Deadline: An appeal shall be filed together with an appeal of the underlying Process IV action. The appeal shall be by petition to the Growth Management Hearings Board and shall be filed within the 60-day time period set forth in RCW 36.70A.290.

For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6800.

## **II. Proposal Description and Objectives**

This application proposes to amend the Transportation Element for Vision Zero, an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries.

## **II. Environmental Record**

The environmental review consisted of analysis based on the following documents included in the environmental record or incorporated by reference if so noted:

- Planning staff report dated October 20, 2016
- Environmental checklist for the proposal
- City of Bellevue Comprehensive Plan
- Determination of Non-Significance – Bellevue Comprehensive Plan Update

### **III. Proposed Timing and Phasing**

The Bellevue Planning Commission is scheduled to hold a public hearing on the amendment on November 9, 2016. The City Council will act on the amendment in the fourth quarter of 2016.

Additional environmental review will be phased as outlined at WAC 197-11-060(5). Actual development will be subject to environmental review at the time a specific application for development is made.

### **IV. Environmental Summary**

#### **Purpose and Need to Which the Proposal is Responding**

The applicants endorse Vision Zero, a process for Bellevue to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.

#### **Major Conclusions, Significant Areas of Controversy and Uncertainty**

The worldwide Vision Zero movement is founded on the belief that death and injury on city streets is unacceptable and preventable. The US Department of Transportation has challenged mayors and local elected officials to take significant action to improve the safety of transportation networks for pedestrians and bicyclists of all ages and abilities.

The life, safety and health of residents, employees and visitors to Bellevue is the City Council's highest priority. In the past decade there have been over 450 collisions involving pedestrians and fifteen people have lost their lives as a result of collisions on streets in Bellevue.

The City of Bellevue has endorsed the National Association of City Transportation Officials (NACTO) Urban Street Design Guide to recognize that streets must be safe, sustainable, resilient, multi-modal and economically beneficial for all users.

The City of Bellevue implements programs, services and standards that are foundational to the Vision Zero movement that utilize education, targeted enforcement, implement best design practices, provide encouragement and incorporate evaluation to enhance traffic safety. Complementary examples of Bellevue's traffic safety programs and services include the Accident Reduction Program, Neighborhood Traffic Safety Program, police enforcement, school zone safety initiatives, and signal and street lighting improvements.

The Transportation Element of the Comprehensive Plan provides policy intent and support for a

wide range of traffic safety measures and the Pedestrian and Bicycle Transportation Plan identifies projects to complete a safe and connected non-motorized transportation system in Bellevue. A Comprehensive Plan amendment to incorporate Vision Zero will provide the policy framework to advance traffic safety improvements in a coordinated manner through the Bellevue transportation system.

**Issues to be Resolved, Including Environmental Choices to be Made Between Alternative Courses of Action** None.

**Environmental Impacts of the Proposal**

Environmental Review of the attached non-project environmental checklist indicates no probability of significant adverse environmental impacts occurring as a result of the proposals. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements. The Environmental Checklist is available for review in the project file.

Adverse impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and related regulatory items correspond, no further documentation is necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

**V. Conclusion and Determination**

For the proposal, environmental review indicates no probability of significant adverse environmental impacts. Therefore, issuance of a **Determination of Non-Significance** pursuant to WAC 197-11-355 and Bellevue City Code 22.02.034 is appropriate.

Other adverse impacts that are less than significant may be mitigated pursuant to Bellevue City Code 22.02.140, RCW 43.21C.060, and WAC 197-11-660.

**VI. Mitigation Measures**

There are no recommended SEPA-based mitigating measures for this proposal. The lead agency has determined that the requirements for environmental analysis, protection and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. This agency will not require any additional mitigation measures under SEPA.



## Planning Staff Report

DATE: October 17, 2016

TO: Chair deVadoss and members of the Bellevue Planning Commission

FROM: Kevin McDonald, AICP, Senior Transportation Planner 452-4558  
[kmcdonald@bellevuewa.gov](mailto:kmcdonald@bellevuewa.gov)

SUBJECT: Vision Zero Comprehensive Plan Amendment (16-140007 AC)  
November 9, 2016, Final Review Public Hearing (LUC 20.30I.A.1.b)

### I. PROPOSAL

The Vision Zero 16-140007 AC proposes to amend the Transportation Element for Vision Zero. Consistent with City Council direction, the Transportation Commission prepared policy recommendations to implement this comprehensive and programmatic approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries by 2030. See Attachments 1 and 2.

Permit Number: 16-140007 AC  
Subarea: N/A  
Address: Citywide  
Applicant(s): City of Bellevue

### II. STAFF RECOMMENDATION

This Transportation Commission recommendation satisfies the Decision Criteria for a Comprehensive Plan Amendment and **staff recommends approval of the Comprehensive Plan Amendment to:** Amend the Transportation Element with policy amendments and new policies to incorporate a Vision Zero approach to traffic safety that has the goal of ending traffic deaths and serious injuries by 2030.

- ✓ The proposed amendment is **consistent with the Comprehensive Plan** because it *provides a comprehensive policy framework to focus city efforts to increase the safety for all users of the transportation system;*
- ✓ The proposed amendment **addresses the interests and changed needs of the entire city** because it *supports the preparation and implementation of a Vision Zero Action Plan that is intended to address the six "Es" of traffic safety through a programmatic approach (see section B3 below);*
- ✓ The proposed amendment *addresses significantly changed conditions* because *there are more people traveling on Bellevue streets, bicycle lanes and sidewalks than ever before, and the challenge grows to keep people safe when they use the transportation system, especially the most vulnerable people who are not in vehicles;*
- ✓ The proposed amendment **could be suitably developed** under the potential zoning classifications - *this criterion is not applicable to this policy recommendation;*
- ✓ The proposed amendment **demonstrates a public benefit** because it *supports a comprehensive and programmatic approach to traffic safety, striving to reduce to zero then number of people killed or seriously injured as a result of collisions on the city's transportation system.*

### III. BACKGROUND

On December 7, 2015, the City Council unanimously adopted Resolution 9035 (Attachment 1) endorsing Vision Zero and directing the Transportation Commission to review the existing Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals. Having received a recommendation from the Transportation Commission (Attachment 2), the City Council on March 7, 2016, initiated a Comprehensive Plan Amendment to integrate Vision Zero policy into the Transportation Element.

The City Council directed the application for Final Review of the Vision Zero Comprehensive Plan Amendment (CPA), on July 18, 2016.

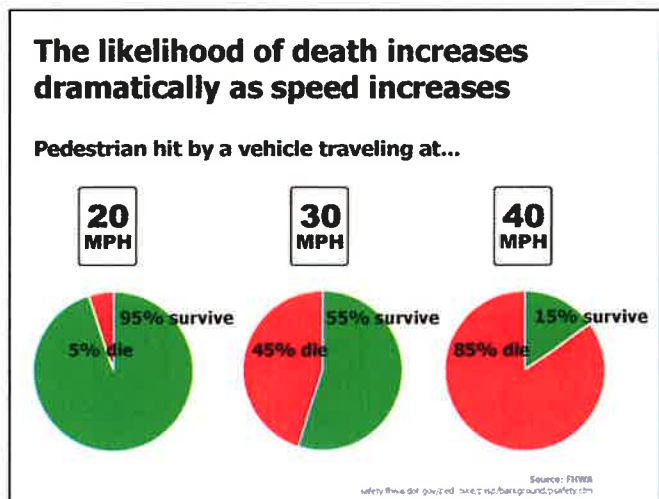
Vision Zero is an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries. It is a framework for a multi-faceted approach to design, build, operate and maintain a transportation system that is safe for everyone. Components of a Vision Zero programmatic approach to safety include several categories of actions: Education; Encouragement; Enforcement; Engineering; Equity; and Evaluation – these are the six “Es”.

#### Vision Zero

Vision Zero began in Sweden in the 1990s, where it was adopted as national policy. At the core of Vision Zero is the premise that death and injury on city streets is preventable. For the most part, an injury or death is not the result of an “accident”, but rather these result from “collisions” that have the most significant adverse impacts on the most vulnerable users of the roadway—people who are walking and bicycling. Collisions often stem from behaviors that are dangerous and inappropriate, and from street design that may encourage such inappropriate behavior. Within a Vision Zero framework, streets are designed to encourage and reinforce safe, positive behavior.

Vehicle speed is a fundamental predictor of collision survival for people who are hit while walking and biking. Therefore, street design should emphasize safety, predictability and anticipate the potential for human error, coupled with targeted education and rigorous, data-driven enforcement. Vision Zero instills a holistic, new way of thinking about traffic fatalities and serious injuries—that they are not inevitable.

Vision Zero is a multi-faceted approach to transportation system safety in Bellevue that would:



- Design and manage streets to encourage safe and context-appropriate behavior of all roadway users;
- Provide infrastructure that accommodates all travel modes, and creates a protected environment for the most vulnerable users;
- Build a complete and connected non-motorized transportation network that supports people who are walking and bicycling;
- Educate the community to instill awareness and respect for one another in the environment of shared streets; and
- Enforce traffic safety laws with emphasis on roadways and intersections that have high collision rates, and especially where collisions involve vulnerable road users.



#### IV. DECISION CRITERIA

The Decision Criteria for a Comprehensive Plan Amendment are set forth in the Land Use Code, Section 20.30I.150. Based on the criteria, Department of Planning and Community Development staff recommends **approval** of the proposed amendment. This conclusion is based on the following analysis:

**A. There exists obvious technical error in the pertinent Comprehensive Plan provision, or**

*Not applicable to this proposal.*

**B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and**

*The Vision Zero policy intent and purpose are directly responsive to and augment existing Comprehensive Plan policy. The Transportation Commission found that additional policy would advance a comprehensive and programmatic Vision Zero approach to traffic safety.*

***Transportation Element Policies – Support for Safety***

*Policies in the Transportation Element support the Transportation Vision of a system that integrates leading safety and efficiency techniques to provide safe and reliable mobility options for people wherever they need to go throughout the city, for whatever purpose they are traveling, and whether they are walking, riding a bicycle, taking transit or driving a car. The goal of the Transportation Element and its supporting policies articulate the safety considerations for the transportation system design, operation and maintenance.*

***Transportation Element Goal*** “To maintain and enhance a comprehensive multimodal transportation system to serve all members of the community.”

***Roadways Chapter*** - Policies that address management of the city’s street system to meet community mobility needs.

- ***TR-53.*** Maintain and enhance safety for all users of the roadway network.
- ***TR-55.*** Maintain a collision reduction program to identify high collision locations, evaluate potential safety improvements and implement recommended changes.
- ***TR-56.*** Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover.



- **TR-57.** Minimize visual distractions, extraneous objects, and excessive clutter along arterials.
- **TR-58.** Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.

***Transit Chapter - Policies that address the provision of transit service and access to transit in Bellevue.***

- **TR-76.** Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that:
  1. Provides short, direct routes within a ten-minute walk;
  2. Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
  3. Maximizes safety for pedestrians at street crossings; and
  4. Gives priority to pedestrian access and safety.
- **TR-77.** Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.
- **TR-91.** Implement standards and guidelines to create transit stations that are valued places in the community by providing:
  1. Comfortable and safe access to the surrounding community;
  2. Space that is comfortable for both large and small numbers of people; and
  3. Design that encourages social interaction.
- **TR-94.** Maintain and enhance safety when incorporating high capacity transit along Bellevue streets, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- **TR-97.** Ensure that agreements with transit providers include elements to provide long-term safety and security, operation and maintenance of stations.

***Pedestrian and Bicycle Transportation Chapter - Policies that address increasing the opportunities to provide people with safe, comfortable and connected pedestrian and bicycle facilities in Bellevue.***

- **TR-105.** Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that:
  1. Address safety issues;
  2. Provide access to activity centers;
  3. Provide access to the transit and school bus systems;
  4. Complete and connect planned pedestrian or bicycle facilities;
  5. Develop primary north-south and east-west bicycle routes through the city;
  6. Improve multimodal level of service along travel corridors; and
  7. Serve residents who have special accessibility needs.
- **TR-109.** Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility.
- **TR-110.** Support education and information programs to promote a share the road/share the trail message.
- **TR-116.** Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.



**Neighborhood Protection Chapter** - Policies that address how the city will protect neighborhoods from impacts associated with the transportation system, such as noise, congestion, and cut-through traffic in coordination with the policies of the Neighborhoods Element.

- **TR-145.** Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program.
- **TR-153.** Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce the volume of cut-through traffic.

### **Growth Management Act**

*The Vision Zero proposal is consistent with GMA planning goals encouraging efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

### **Countywide Planning Policies**

*The proposed Vision Zero CPA is consistent with the overall intent of the King County Countywide Planning Policies (KCCPP) to provide for an “efficient transportation system that provides multiple options for moving people and goods.” The Countywide Planning Policies also recognize that “Mobility is necessary to sustain personal quality of life and the regional economy. For individuals, mobility requires an effective transportation system that provides safe, reliable, and affordable travel options for people of all ages, incomes and abilities.” Specific KCCPP policies that address safety and mobility include the following:*

- **T-1** Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2040 and Transportation 2040 as the policy and funding framework for creating a system of Urban Centers and Manufacturing / Industrial Centers linked by high-capacity transit, bus transit and an interconnected system of freeways and high-occupancy vehicle lanes.
- **T-9** Promote the mobility of people and goods through a multi-modal transportation system based on regional priorities consistent with VISION 2040 and local comprehensive plans.
- **T-12** Address the needs of non-driving populations in the development and management of local and regional transportation systems.
- **T-14** Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.
- **T-19** Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- **T-20** Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.
- **T-21** Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

*Proposed Vision Zero policies for Bellevue recognize that safe mobility options are essential and that the community is responsible for ensuring equitable access to mobility. Therefore, the proposed comprehensive and programmatic Vision Zero approach to mobility and traffic safety is consistent with Countywide Planning Policies.*

**B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and**

*The proposed Vision Zero amendment addresses the interests and changed needs of the entire city. The city intends to continue its efforts to make streets safe for everyone. Support for these efforts exists in the form of Comprehensive Plan policies, ongoing safety programs, Council direction, and endorsement and use of best practice design manuals. Vision Zero goes one step farther in that it succinctly and explicitly embeds city policies and efforts into a unifying framework that will help focus efforts and identify priorities. Existing policies, programs, direction and endorsements include:*

- *Comprehensive Plan: Council adopted the Transportation Element in August 2015 as part of the ten-year Comprehensive Plan update. Transportation Element policy addresses the safety for all users of the transportation system.*
- *Pedestrian and Bicycle Implementation Initiative (PBII): PBII is a complement of action-oriented efforts that will advance the implementation of the 2009 Pedestrian and Bicycle Transportation Plan to make Bellevue a great place to walk and bike.*
- *U.S. Department of Transportation Mayor's Challenge: Along with 200 other cities across the nation, the city of Bellevue—in April 2015—joined the U.S. Department of Transportation Challenge for Safe People, Safer Streets, to encourage mayors and local elected officials to take significant action to improve the safety for people while they are walking or riding a bicycle. Each jurisdiction takes an approach targeted to the needs of the community, while staying true to the idea that human errors in judgment shouldn't lead to death and serious injury.*
- *National Association of City Transportation Officials (NACTO): In March 2014, the city of Bellevue – through Transportation Director Dave Berg - endorsed the NACTO Urban Street Design Guide to recognize that streets must be designed in a manner that is safe, sustainable, multi-modal and context-appropriate for all users.*

**B3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 [below] for the definition of “significantly changed conditions”; and**

**Significantly changed conditions are defined as:** Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. *This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046).*

*The proposal addresses significantly changed conditions where changes related to the pertinent Plan map or text have implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole.*

*Acting with Council direction, the Transportation Commission found substantial policy support in the Transportation Element for existing programs and projects intended to address safety issues for people using the transportation system in Bellevue, especially the people who are most vulnerable to serious injury or death from collisions with motorized vehicles. The Commission determined, however, that more could be done, and that a comprehensive, coordinated and programmatic approach to traffic safety under a Vision Zero framework would help Bellevue maintain, enhance and monitor progress in a citywide effort to achieve zero traffic deaths and serious injuries by 2030.*

*Having reviewed the Transportation Element of the Comprehensive Plan and a potential Vision Zero policy framework in study sessions on January 14 and February 11, 2016, the Transportation Commission recommended several policy amendments (Attachment 2). These policy recommendations were offered to the Council on March 7, 2016 in response to direction from Resolution 9035. Recommended new and amended policies would be integrated into the Transportation Element, supported by background narrative that describes the intent of Vision Zero.*

*In their transmittal messages to the Council, Transportation Commission Chair Scott Lampe and Vice-Chair Janice Zahn noted that while existing safety programs in Bellevue give the city a relatively low rate of collisions and injuries compared to other cities in the region, there is still some work to do to achieve the goal of Vision Zero. Mr. Lampe noted that over the past 10 years there have been about 40 collisions per year that resulted in injury to pedestrians, 30 collisions per year with injury to bicyclists, and about 400 collisions annually that resulted in injury to people driving cars. Fifteen of those collisions have resulted in a fatality. Without focusing specifically on the causes of these collisions, the Commission instead determined that additional steps could be taken to reduce serious injury and death toward zero.*

*For instance, documentation of injury collisions is not in a format that is readily searchable. One of the benefits of a programmatic approach in a Vision Zero Action Plan would be to develop a searchable database that could be used to inform project design and funding priorities.*

*The Transportation Commission heard from the community and worked with staff during two study sessions to explore all of the existing policies in the Comprehensive Plan that support programs and projects that advance traffic safety. Mr. Lampe acknowledged the excellent programs, such as the Neighborhood Traffic Safety Program, and the Accident Reduction Program that help people to be safe while driving, walking and riding bicycles. Ms. Zahn noted that the city can and should do more to promote safety on city streets. A Vision Zero framework in Bellevue would be based on the 6 “Es” of traffic safety:*

- **Education:** *Inform residents about traffic laws and safe behavior for travelers of all ages and abilities*



- **Encouragement:** Provide incentives for safe behavior
- **Enforcement:** Implement strategies to more effectively enforce traffic laws and regulations
- **Engineering:** Employ street design techniques to make streets safe for everyone, especially for the most vulnerable users
- **Equity:** Ensure that safety applies to everyone no matter who you are, what mode you are using, or where in the city you are traveling
- **Evaluation:** Monitor progress, adjust strategies, and celebrate success



*Bellevue currently does all of these “Es” to some degree, but lacks an overarching framework for safety that Vision Zero policies would provide.*

*The Commission reviewed each of the policies in the Transportation Element and determined that it would be helpful to integrate new policy support related to Vision Zero. Ms. Zahn reiterated that an important policy recommendation is to establish a Vision Zero Action Plan that would take a comprehensive and programmatic approach to traffic safety. Such a programmatic approach would require additional data – to better understand where and why collisions are occurring – and perhaps also to add emphasis on some or all of the six traffic safety “Es” in the effort to achieve zero deaths and serious injuries. There may be a staffing and budget implication to develop and implement a programmatic approach. However, such an approach would help make existing programs more effective and possibly identify new ways achieve the goal of Vision Zero.*

- B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and**

*N/A.*

- B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.**

*The proposal demonstrates a public benefit and enhances the public health, safety and welfare of the city. A comprehensive and programmatic approach to Vision Zero, as supported by the recommended policies, would improve the safety of all users of the transportation system and advance the Vision Zero goal of zero traffic-related death and serious injury by 2030.*

## **V. STATE ENVIRONMENTAL POLICY ACT**

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold determination of non-significance (DNS) was issued on October 20, 2016.



## **VI. PUBLIC NOTICE AND COMMENT**

Notice of the November 9, 2016, Final Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on October 20, 2016, and included notice sent to parties of record.

Public comment letters received – if any – will be provided to the Planning Commission in their desk packet for the November 9 meeting.

Pursuant to the requirements of the Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Comprehensive Plan. A list of the 2016 amendment to the Bellevue Comprehensive Plan was provided to state agencies on October 7, 2016, for review.

## **VII. NEXT STEPS**

**We request you conduct and close the public hearing, study the proposal, and make a recommendation.**

## **VIII. ATTACHMENTS**

1. Council Resolution 9035, endorsing Vision Zero and directing the Transportation Commission to review the Comprehensive Plan and prepare a recommendation for policy amendments if needed
2. Transportation Commission Vision Zero Policy Recommendation
3. SEPA Threshold Determination

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 9035

A RESOLUTION endorsing Vision Zero, for the city of Bellevue to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030, and directing the Transportation Commission to review the Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals.

WHEREAS, the worldwide Vision Zero movement is founded on the belief that death and injury on city streets is unacceptable and preventable; and

WHEREAS, the life, safety and health of residents, employees and visitors to Bellevue is the City Council's highest priority; and

WHEREAS, in the past decade there have been over 450 collisions involving pedestrians and fifteen people have lost their lives as result of collisions on streets in Bellevue; and

WHEREAS, the U.S Department of Transportation, through the Mayor's Challenge for Safe People, Safer Streets has challenged mayors and local elected officials to take significant action to improve the safety of transportation networks for pedestrians and bicyclists of all ages and abilities; and

WHEREAS, the City of Bellevue has endorsed the National Association of City Transportation Officials (NACTO) Urban Street Design Guide to recognize that streets must be safe, sustainable, resilient, multi-modal and economically beneficial for all users; and

WHEREAS, cities and states around the country, including the State of Washington and the cities of Seattle and Kenmore, have established Vision Zero/Target Zero initiatives specifically focused on the needs of the agency; and

WHEREAS, the Transportation Element of the Bellevue Comprehensive Plan provides policy intent and support for a wide range of traffic safety measures; and

WHEREAS, the City of Bellevue implements programs, services and standards that are foundational to the Vision Zero movement that utilize education, targeted enforcement, implement best design practices, provide encouragement and incorporate evaluation to enhance traffic safety; and

WHEREAS, examples of Bellevue's traffic safety programs and services include the Accident Reduction Program, Neighborhood Traffic Safety Program,

police enforcement, school zone safety initiatives, and signal and street lighting improvements; and

WHEREAS, the Bellevue Pedestrian and Bicycle Transportation Plan identifies projects to complete a safe and connected non-motorized transportation system in Bellevue; and

WHEREAS, the Pedestrian and Bicycle Implementation Initiative seeks to define priorities with a focus on accelerating the rate of completion of the projects identified in the Pedestrian and Bicycle Transportation Plan; and

WHEREAS, a Comprehensive Plan amendment to incorporate Vision Zero could provide the policy framework to advance traffic safety improvements in a coordinated manner throughout the Bellevue transportation system; now therefore,


THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES  
RESOLVE AS FOLLOWS:

Section 1. The City of Bellevue endorses Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.

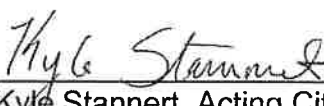
Section 2. The City Council directs the Transportation Commission to review the existing Comprehensive Plan to determine if any updates, revisions, or additional policies are warranted in light of Vision Zero and other transportation network goals. The Transportation Commission will report its findings and recommendations to the City Council for its consideration in determining whether to initiate any Comprehensive Plan amendments.

Passed by the City Council this 7<sup>th</sup> day of December, 2015,  
and signed in authentication of its passage this 7<sup>th</sup> day of December,  
2015.

(SEAL)

  
\_\_\_\_\_  
Claudia Balducci, Mayor

Attest:

  
\_\_\_\_\_  
Kyle Stannert, Acting City Clerk



## ATTACHMENT 2

### Transportation Commission Recommendation for 2016 Comprehensive Plan Amendment

#### Transportation Element – Vision Zero Policy Amendments

##### Roadways Chapter

**Roadways** - *Policies that address design and management of the city's street system to meet community mobility needs and safety expectations.*

- **TR-A.** Strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.
- **TR-B.** Develop a programmatic approach to Vision Zero that integrates components of Education; Encouragement, Enforcement; Engineering; Equity; and Evaluation.
- **TR-C.** Design and manage streets to foster safe and context-appropriate behavior of all roadway users.
- **TR-53.** Maintain and enhance safety for all users of the roadway network, regardless of demographics and geography.
- **TR-55.** Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential safety improvements and implement recommended changes.

##### Pedestrian and Bicycle Transportation Chapter

**Pedestrian and Bicycle Transportation** - *Policies that address increasing the opportunities to provide people with safe, comfortable, protected and connected pedestrian and bicycle facilities in Bellevue.*

- **TR-D.** Strive to provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable and appropriate to the context.

## Accompanying Narrative in the Transportation Element

### Vision Zero

Bellevue City Council Resolution 9035 (December 17, 2015) endorsed Vision Zero – recognizing that death and serious injury on city streets is unacceptable and preventable. Policies related to Vision Zero are integrated throughout the Transportation Element to support implementing context-appropriate traffic safety measures for all travel modes and to emphasize protecting the most vulnerable users. In a comprehensive, coordinated and programmatic manner, Bellevue will maintain, enhance and monitor progress in a citywide effort to achieve zero traffic deaths and serious injuries by 2030

#### WHAT IS VISION ZERO?

Vision Zero is an approach to traffic safety that has the ultimate goal of ending traffic deaths and serious injuries. It is a framework for a multi-faceted approach to create a transportation system that is safe for all users. Components of a Vision Zero programmatic approach to safety include several categories of actions: Education; Encouragement;

City of Bellevue Submittal Requirements	27
<p align="center"><b>ENVIRONMENTAL CHECKLIST</b></p> <p align="right">10/9/2009</p>	
<p>Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).</p>	
<p><b>INTRODUCTION</b></p> <p><b>Purpose of the Checklist:</b></p> <p>The State Environmental Policy Act (SEPA), Chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.</p> <p><b>Instructions for Applicants:</b></p> <p>This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.</p> <p>Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you.</p> <p>The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.</p> <p><b>Use of a Checklist for Nonproject Proposals:</b> <i>A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.</i></p> <p>For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.</p> <p>For nonproject actions, the references in the checklist to the words <i>project</i>, <i>applicant</i>, and <i>property</i> or <i>site</i> should be read as <i>proposal</i>, <i>proposer</i>, and <i>affected geographic area</i>, respectively.</p> <p><b>Attach an 8 ½" x 11 vicinity map which accurately locates the proposed site.</b></p>	

## BACKGROUND INFORMATION

Property Owner: N/A

Proponent: City of Bellevue, Washington

Contact Person: Paula Stevens AICP, Assistant Transportation Director

(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 450 110th Ave NE  
Bellevue, WA 98004

Phone: (425) 452-2802

Proposal Title: Vision Zero 2016 Comprehensive Plan amendment 16-140007 AC

Proposal Location: Citywide

(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site.

Give an accurate, brief description of the proposal's scope and nature:

1. General description: Text amendments to the Transportation Element for Vision Zero, an approach to traffic safety that strives to end traffic deaths and serious injuries on Bellevue streets by 2030.
2. Acreage of site: N/A
3. Number of dwelling units/buildings to be demolished: N/A
4. Number of dwelling units/buildings to be constructed: N/A
5. Square footage of buildings to be demolished: N/A
6. Square footage of buildings to be constructed: N/A
7. Quantity of earth movement (in cubic yards): N/A
8. Proposed land use: N/A
9. Design features, including building height, number of stories and proposed exterior materials:  
N/A
10. Other

Estimated date of completion of the proposal or timing of phasing:

Planning Commission will hold a Final Review public hearing on November 9, 2016 and the City Council will take action on the 2016 CPA work program before the end of 2016.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

N/A

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Environmental checklist for City of Bellevue Comprehensive Plan Update 2015.

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

No.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

City Council action on the 2016 CPA work program, including the Vision Zero CPA.

Please provide one or more of the following exhibits, if applicable to your proposal.  
(Please check appropriate box(es) for exhibits submitted with your proposal):

☐ Land Use Reclassification (rezone) Map of existing and proposed zoning

☐ Preliminary Plat or Planned Unit Development  
Preliminary plat map

☐ Clearing & Grading Permit  
Plan of existing and proposed grading  
Development plans

☐ Building Permit (or Design Review)  
Site plan  
Clearing & grading plan

☐ Shoreline Management Permit  
Site plan

#### A. ENVIRONMENTAL ELEMENTS

##### 1. Earth

a. General description of the site: ☐ Flat ☐ Rolling ☐ Hilly ☐ Steep slopes ☐ Mountains ☐ Other

b. What is the steepest slope on the site (approximate percent slope)? N/A

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

N/A

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

N/A

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

N/A

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A

## **2. AIR**

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A

- c. Proposed measures to reduce or control emissions or other impacts to the air, if any:

N/A

## **3. WATER**

- a. Surface

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If Yes, please describe and attach available plans.

N/A

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A

- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A

- (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A

b. Ground

- (1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.

N/A

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A

c. Water Runoff (Including storm water)

- (1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A



- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:  
N/A

#### 4. Plants

- a. Check or circle types of vegetation found on the site:

- ☐ deciduous tree: alder, maple, aspen, other  
☐ evergreen tree: fir, cedar, pine, other  
☐ shrubs  
☐ grass  
☐ pasture  
☐ crop or grain  
☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other  
☐ water plants: water lily, eelgrass, milfoil, other  
☐ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?  
N/A

- c. List threatened or endangered species known to be on or near the site.  
N/A

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:  
N/A

#### 5. ANIMALS

- a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:
- ☐ Birds: hawk, heron, eagle, songbirds, other:  
☐ Mammals: deer, bear, elk, beaver, other:  
☐ Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

N/A

c. Is the site part of a migration route? If so, explain.

N/A

d. Proposed measures to preserve or enhance wildlife, if any:

N/A

## **6. Energy and Natural Resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.

N/A

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A

c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:

N/A

## **7. Environmental Health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

N/A

(1) Describe special emergency services that might be required.

(2) Proposed measures to reduce or control environmental health hazards, if any.

b. Noise

- (1) What types of noise exist in the area which may affect your project (for example, traffic, equipment, operation, other)?

N/A

- (2) What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example, traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A

- (3) Proposed measures to reduce or control noise impacts, if any:

N/A

**8. Land and Shoreline Use**

- a. What is the current use of the site and adjacent properties?

N/A

- b. Has the site been used for agriculture? If so, describe.

N/A

- c. Describe any structures on the site.

N/A

- d. Will any structures be demolished? If so, what?

N/A

- e. What is the current zoning classification of the site?

N/A

- f. What is the current comprehensive plan designation of the site?

N/A

- g. If applicable, what is the current shoreline master program designation of the site?

N/A

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

N/A

- i. Approximately how many people would reside or work in the completed project?

N/A

- j. Approximately how many people would the completed project displace?

N/A

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

i. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A

## **9. Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A

c. Proposed measures to reduce or control housing impacts, if any:

N/A

## **10. Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A

b. What views in the immediate vicinity would be altered or obstructed?

N/A

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A

## 11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A

- c. What existing off-site sources of light or glare may affect your proposal?

N/A

- d. Proposed measures to reduce or control light or glare impacts, if any:

N/A

## 12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

N/A

- b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A

## 13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

N/A

- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

N/A

- c. Proposed measures to reduce or control impacts, if any:

N/A

## 14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

N/A

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

N/A

- c. How many parking spaces would be completed project have? How many would the project eliminate?

N/A

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

N/A

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A

g. Proposed measures to reduce or control transportation impacts, if any:

N/A

#### 15. Public Services

a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A

b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A

#### 16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.


N/A

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A

#### Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature..........Date Submitted.....10/09/16.....

**SUPPLEMENTAL SHEET FOR NONPROJECT ACTION**

Continuation of the Environmental Checklist

4/18/02

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment (see Environmental Checklist, B. Environmental Elements). When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms. If you have any questions, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal will not do this, adopting policies and narrative to address mobility needs, safety expectations, and opportunities to provide people with safe, comfortable, protected facilities.

Proposed measures to avoid or reduce such increases are:

None.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal will not affect these, adopting policies and narrative to address mobility needs, safety expectations, and opportunities for safe, comfortable, protected facilities.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

N/A

3. How would the proposal be likely to deplete energy or natural resources?

The proposal is unlikely to deplete these, adopting policies and narrative to address mobility needs, safety expectations, and opportunities for safe, comfortable, protected facilities.

Proposed measures to protect or conserve energy or natural resources are:

N/A



4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection--such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal is unlikely to use or affect environmentally sensitive areas or areas designated for governmental protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

N/A

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is likely to affect land and shoreline use in a beneficial manner and would avoid allowing or encouraging uses incompatible with existing plans.

Proposed measures to avoid or reduce shoreline and land use impacts are:

N/A

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal will be unlikely to increase demands on transportation or public services and utilities except insofar as it provides alternatives for community connectivity and improved safety.

Proposed measures to reduce or respond to such demand(s) are:

N/A

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No such conflicts have been identified.