

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** May 2, 2019

**TO:** Chair Wu and Members of the Transportation Commission

**FROM:** Michael Ingram, Senior Transportation Planner, 425-452-4166  
[mingram@bellevuewa.gov](mailto:mingram@bellevuewa.gov)

**SUBJECT:** Transportation Facilities Plan Update—Environmental Analysis

## DIRECTION REQUESTED

☒ Action

☐ Discussion/Direction

☐ Information

At the meeting on May 9, the Commission will be asked to recommend the proposed 2019-2030 Transportation Facilities Plan (TFP) to the City Council, for their consideration and adoption. The Commission is requested to approve a letter (draft attached) to the Council recommending the 2019-2030 TFP. Commission is also requested to designate a Member to accompany staff in briefing the Council at a meeting scheduled for June 10.

## BACKGROUND

Bellevue City Code ([Section 22.16.050](#)) requires that the Transportation Commission present an update of the TFP to the City Council for approval and adoption every two years or as otherwise directed by the Council. The TFP serves as the City's 12-year, or intermediate-range, transportation capital facility planning document. The current 2016-2027 TFP was adopted by the City Council in December 2015. The TFP update process now underway started in September 2017, with the Commission endorsing a set of recommended priority projects in June 2018. The following month, staff and Commission Chair Wu briefed the City Council on the TFP process and the recommended project list. The Council endorsed moving forward with the next stage of the TFP update process, an environmental analysis using the set of projects endorsed by the Commission (along with one additional project recommended by staff: TFP-

158, which involves installation of sidewalk and bicycle facilities on SE 16<sup>th</sup> Street between 148<sup>th</sup> and 156<sup>th</sup> Avenues). Because the list of projects proposed for the 2019-2030 TFP is very similar to the list of projects included in the current 2016-2027 TFP and the prior 2013-2024 TFP, it was determined by the city's Environmental Coordinator that a "Supplemental" EIS would be the appropriate approach to the environmental review. A Supplemental EIS builds on existing SEPA documentation, updating and augmenting it as necessary to address revisions to the proposal (the project list), changes to relevant regulations as well as the shift in existing (base) and horizon year conditions.

The analysis for the SEIS focused on the 2030 horizon and considered two alternatives:

- CIP Network alternative (2019-2025 CIP with no additional projects)
- TFP Network alternative (2019-2025 CIP, plus the additional projects proposed for the 2019-2030 TFP)

Primary areas of analysis were transportation, air quality, noise, land use & aesthetics and the natural environment. Key results of the analysis were presented to the Commission on February 28 and summarized in the memo for that meeting.

## **INFORMATION**

The 2019-2030 TFP Draft SEIS was published on March 14 and open for public comment until April 15. Six comment messages/letters were received:

- Two of the letters focused on projections for future (2030) traffic conditions: one letter focused on the overall degradation of traffic conditions and questioned the east terminus of TFP-211, the NE 6<sup>th</sup> Street extension project (116<sup>th</sup> Ave NE vs 120<sup>th</sup> Ave NE) and the other letter was from a group of neighborhood representatives in Crossroads and northeast Bellevue and identified a number of concerns with how traffic is measured and urged immediate coordination with Redmond to initiate planning for growth and transportation demand in Overlake and northeast Bellevue.
- A third letter noted the transportation challenges on the horizon and focused on additional measures the city should take to facilitate the use of autonomous shuttles, electric vehicles, ridesharing and user uptake of these services.
- The fourth letter came from the Muckleshoot Indian Tribe and focused on culverts (need for early review, coordination, design of replacement culverts, planning for replacement of culverts that block fish passage) and stormwater treatment (use "enhanced" treatment methods, beyond the minimum measures, for discharges to fish-bearing streams).
- The final two letters concerned a desire to have particular projects removed from the proposed 2019-2030 TFP.

Staff are preparing responses to all the comments. None of the comments received are believed to necessitate significant additional analysis nor impact the timeline for publication of the TFP Final SEIS.

Following are specific issues raised that are relevant to the Commission's consideration of the 2019-2030 TFP project list:

a. *Eastern terminus of TFP-211 NE 6<sup>th</sup> Street Extension.*

For purposes of the TFP SEPA analysis, this project was included in the traffic modeling for the 2030 horizon year, with a terminus at 116<sup>th</sup> Ave NE. It is assumed that primary funding for this project will come from external sources (it connects to the center HOT lanes on I-405). Including this link in the TFP transportation analysis allowed for comparison of the network performance in 2030 with the link in place (the TFP Network or "action" alternative) versus the network performance without the link in place (the CIP Network or "no-action" alternative). Because it is assumed outside funding would cover the cost of the project, the terminus of 116<sup>th</sup> Ave NE was used, as this would address the primary interest of outside funders (providing access to I-405). City funds would likely be needed to extend NE 6<sup>th</sup> Street to 120 Ave NE. For purposes of the 2019-2030 TFP recommendation to Council, the Commission may choose to specify the terminus at 116<sup>th</sup> Ave NE (the terminus recommended by the Wilburton Citizen Advisory Committee) or 120<sup>th</sup> Ave NE (the project terminus as identified in the current 2016-2027 TFP and in the list endorsed by the Commission in May 2018). If extended to 120<sup>th</sup> Ave NE, the current concept for the roadway involves an overcrossing of 116<sup>th</sup> Ave, with no vehicular access between the two streets.

b. *Inclusion of TFP-158 SE 16<sup>th</sup> Street sidewalk and bike lanes between 148<sup>th</sup> Ave SE and 156<sup>th</sup> Ave SE.*

At the direction of City Council, TFP-158 was included in the SEPA analysis for the TFP. Council Members acknowledged the mixed sentiments from residents of the neighborhood and noted that decision on whether or not to include the project in the 2019-2030 TFP should be considered again when the SEPA phase is complete and the TFP is presented for final consideration. Per vote of the Transportation Commission in April 2018, this project is not currently included in the Commission's recommended project list.

The proposed 2019-2030 TFP document is included with this memo (Attachment A). The proposed 2019-2030 TFP continues to support the current, adopted Transportation Impact Fee schedule.

## **NEXT STEPS**

Publication of the Final SEIS for the proposed 2019-2030 TFP is anticipated for late May. A briefing to the City Council is scheduled for June 10, at a study session. The Commission is requested to

designate a member to accompany staff and present the proposed 2019-2030 TFP at the Council study session. Formal adoption of the 2019-2030 TFP would occur at a subsequent Council meeting.

If you have questions or need additional information prior to the meeting, please contact Michael Ingram at 425-452-4166 or email [mingram@bellevuewa.gov](mailto:mingram@bellevuewa.gov) or Eric Miller at 425-452-6146 or email [emiller@bellevuewa.gov](mailto:emiller@bellevuewa.gov). Staff are available to meet with Commission Members to discuss details of the environmental analysis, comments received or other issues in advance of the Commission meeting, if desired.

#### **ATTACHMENTS**

- A. Proposed 2019-2030 Transportation Facilities Plan
- B. Draft transmittal letter from Transportation Commission to City Council